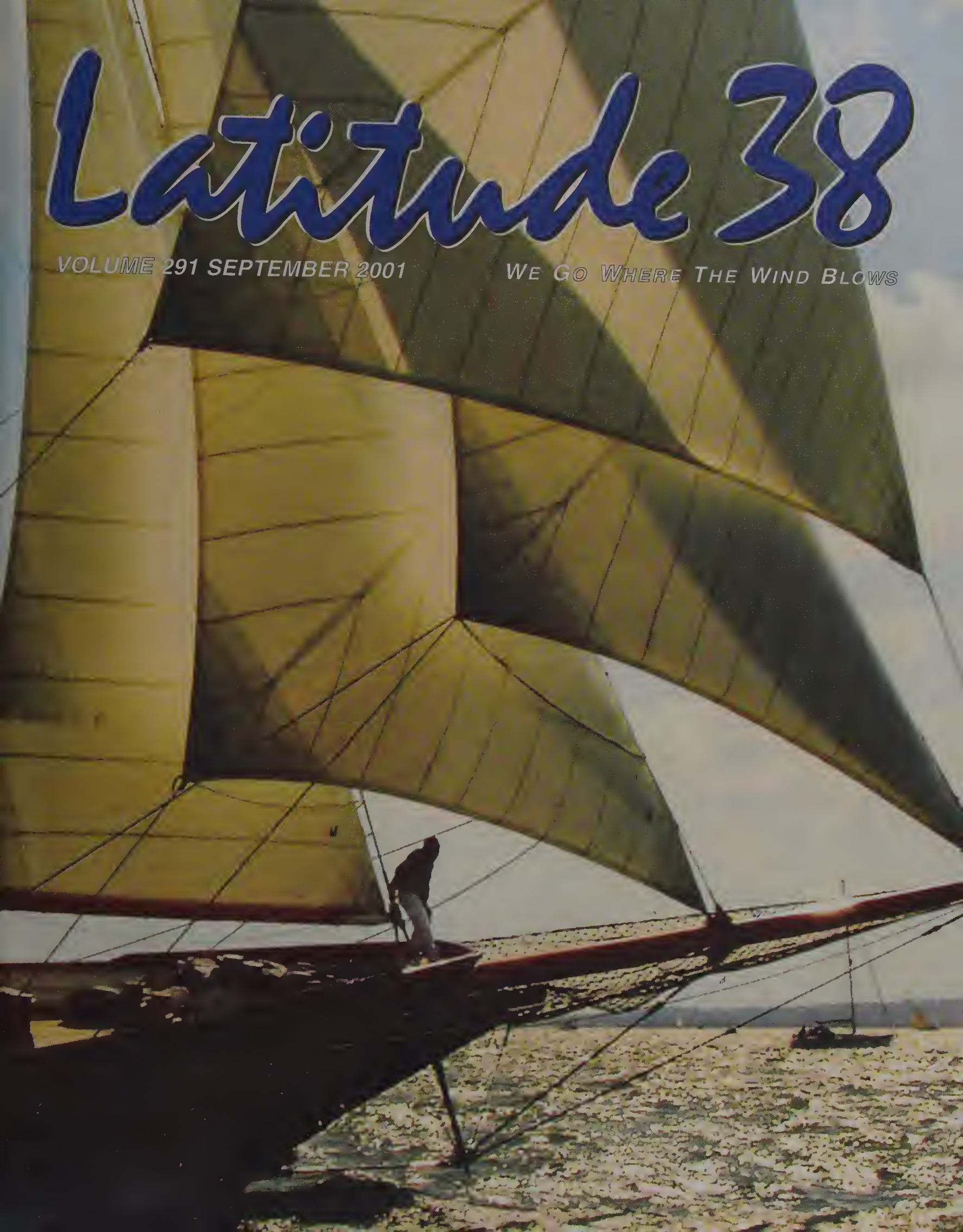


Latitude 38

VOLUME 291 SEPTEMBER 2001

WE GO WHERE THE WIND BLOWS



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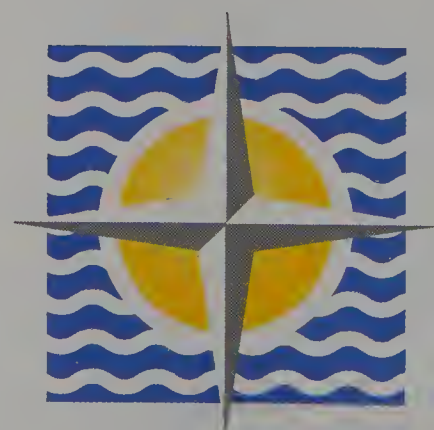
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Q*

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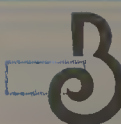
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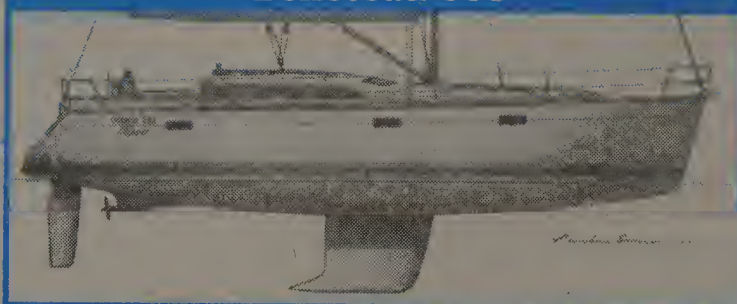
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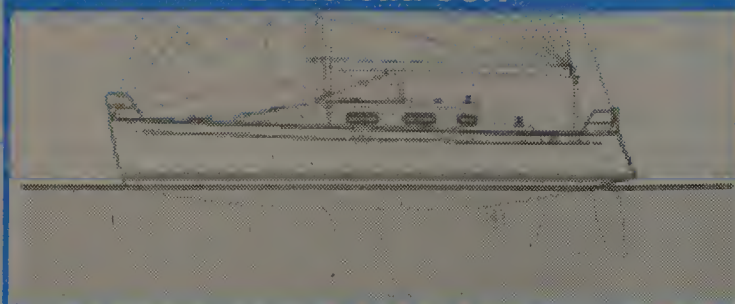
Beneteau 393



Beneteau 393

Another new Beneteau for 2002. The new 393 features many of the same esthetic and design features as her big sister, the Beneteau 473. This sleek and sophisticated cruiser incorporates a large volume interior with an abundance of light and ventilations. This 39-ft passagemaker will answer a long awaited quest for the serious bluewater cruiser.

Beneteau 36.7



Beneteau 36.7

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The Bruce Farr designed 40.7 is one of the most successful 40' offshore racer/cruisers ever built. The perfect deck layout, elegantly appointed pear wood interior, blazing speed and exceptional value make the 40.7 impossible to beat.

10
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Area Fleet

Beneteau First 40.7

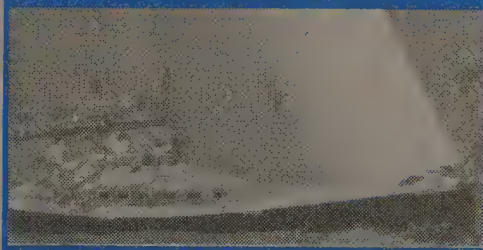


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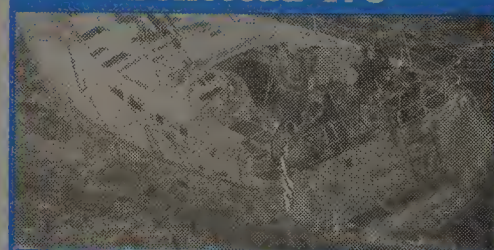
Beneteau 50



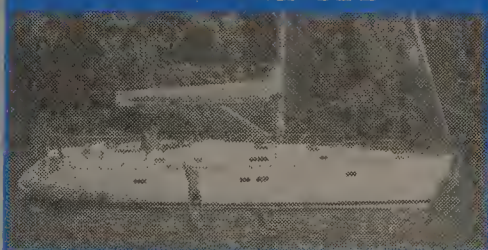
Beneteau 47.7



Beneteau 473



Beneteau 411



Beneteau 361



Beneteau 331



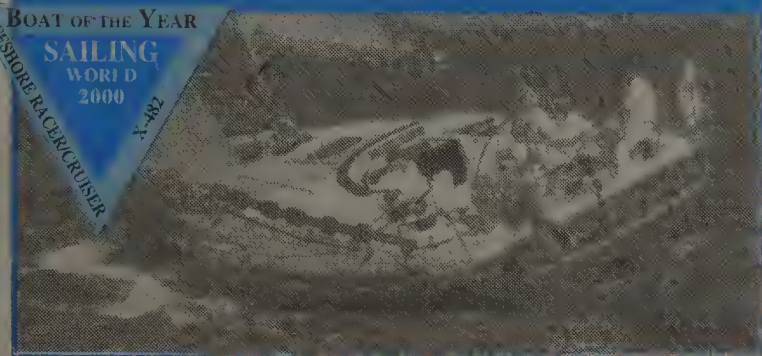
**See these Beneteaus at the Fall Boat Show Sept. 8-16 at Jack London Square:
Beneteau 473 • 411 • 40.7 • 393 • 361 • 331**

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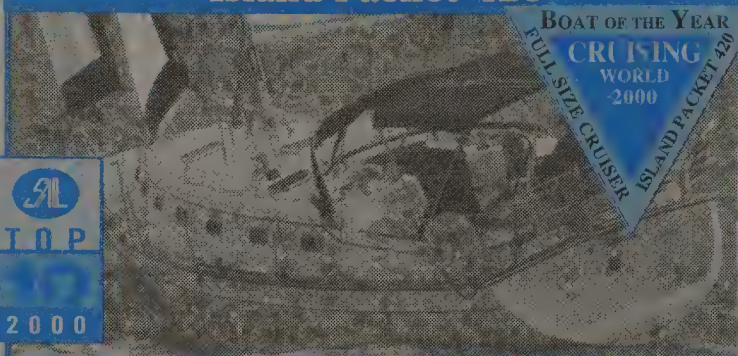
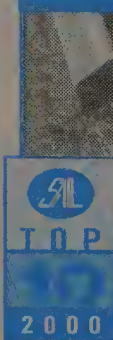
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Beneteau First 45f5, 1991	\$229,000
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Island Packet 35, 1992	158,000

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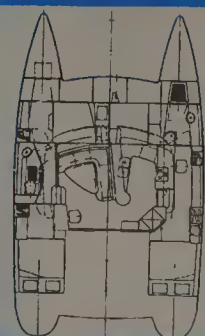


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(photo: sister yacht)

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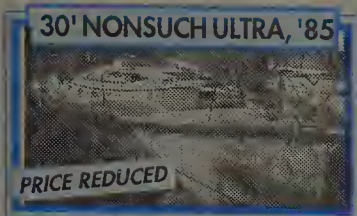
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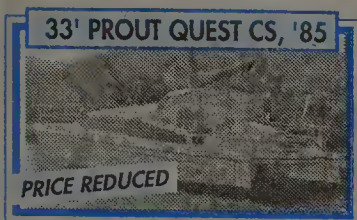
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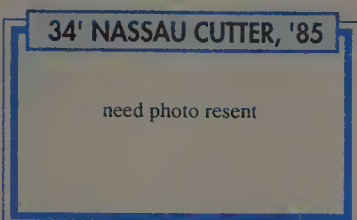
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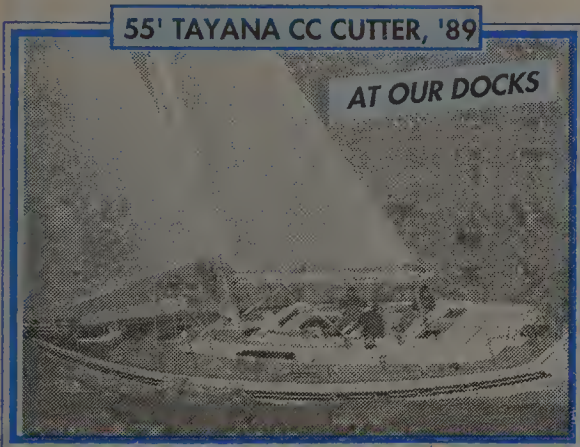
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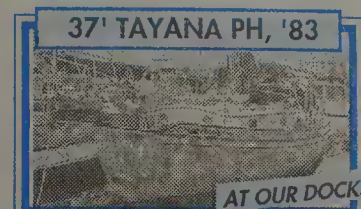
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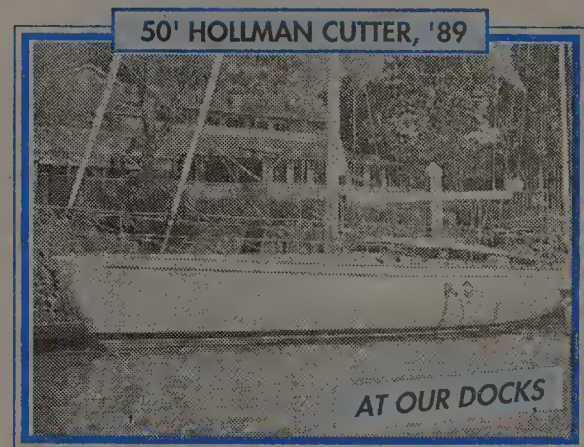


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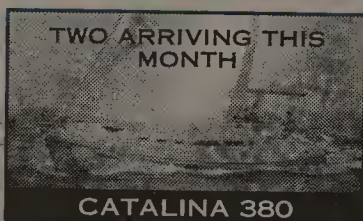
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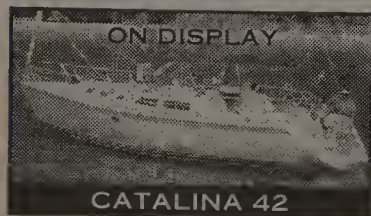
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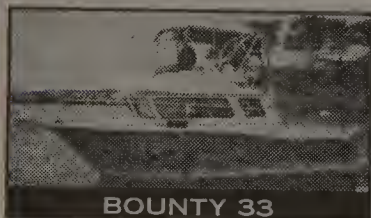


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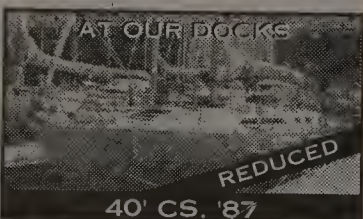


CATALINA 320

BROKERAGE SAIL/POWER



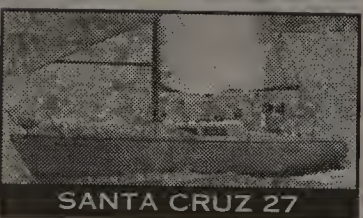
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Shenandoah goes yaachting...at the Jubilee.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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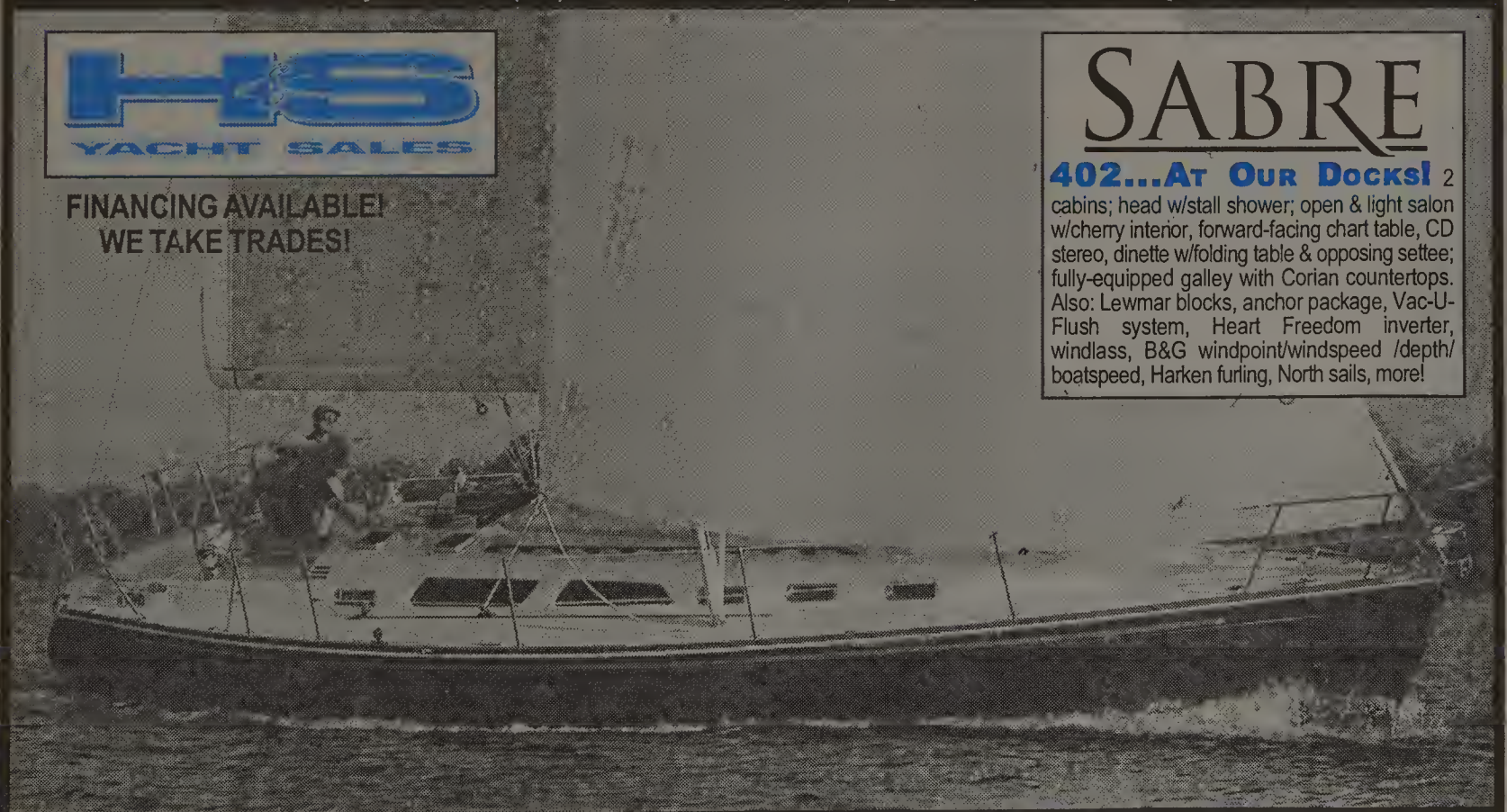


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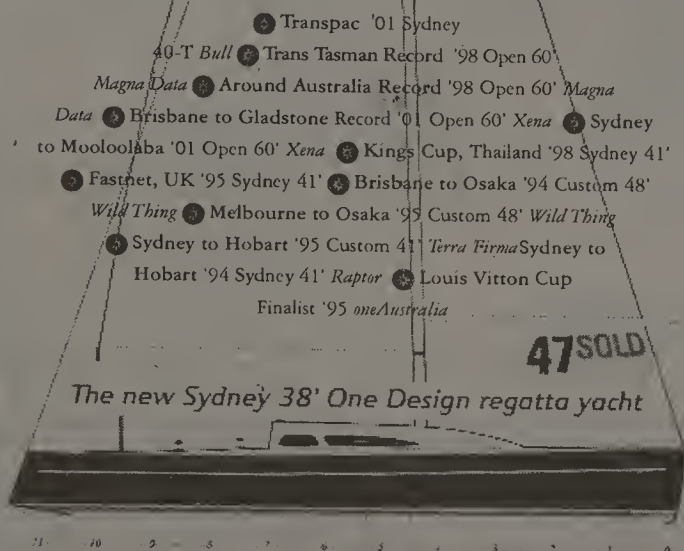
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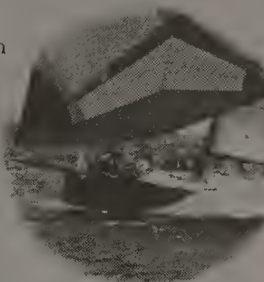


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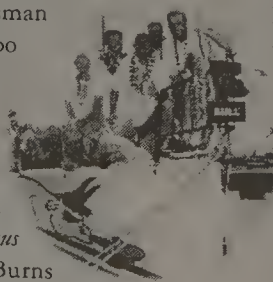


Xena the "open class 60," rocket ship, that developed into a fully crewed ocean racer beating the seemingly



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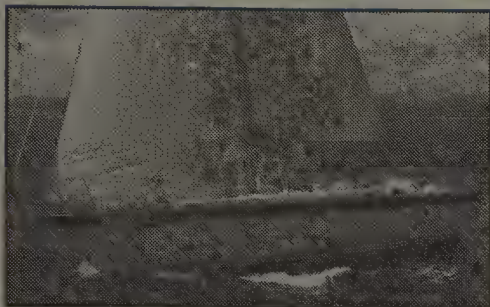
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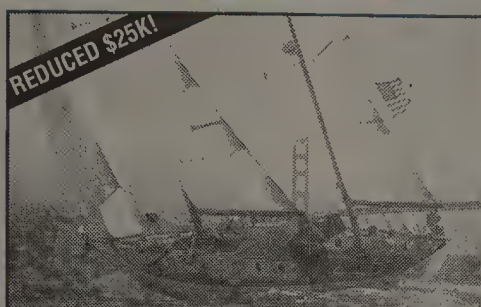
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38' HOOD By Wauquiez, 1983. Strong offshore cruiser, keel centerboard design, excellent condition. Listing agent Jill. Asking \$99,500.



50' NUNES BROS. KETCH, 1956 Martin Eden. Recently refitted, professionally maintained classic. Bristol throughout. Agent Rick. Asking \$175,000.



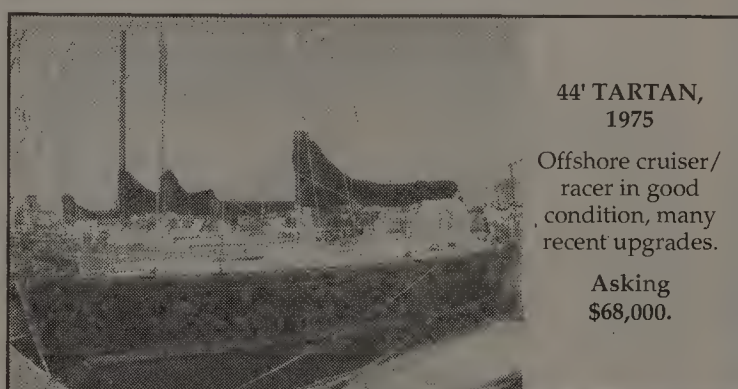
35' DUFOUR, 1984. Well equipped, clean cruiser. Asking \$43,500.



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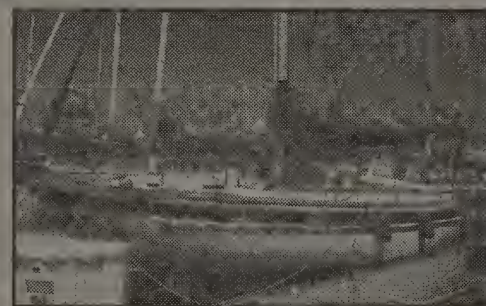


46' SEA STAR Pilothouse Cutter, 1982
Good condition, well equipped.
Cruising in comfort. Reduced to \$143,500.



32' SABRE, 1985

Very clean racer/cruiser, new main.
Listing agent Rick. Asking \$48,000.



38' HALLBERG-RASSY, 1985

A solid, European, cruise-ready yacht.
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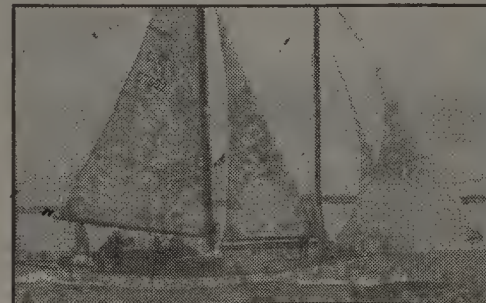
43' SAGA, 1997

Shows like new, lots of electronics and other stuff.
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46' CUSTOM CUTTER, 1973

Comfortable heavy weather cruiser or liveaboard.
Asking \$125,000 obo.

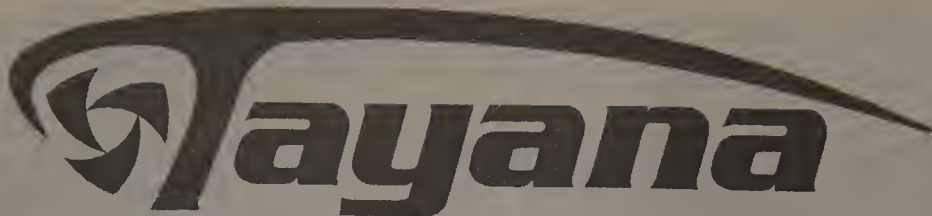


63' (LOA) CLASSIC SCHOONER, 1934

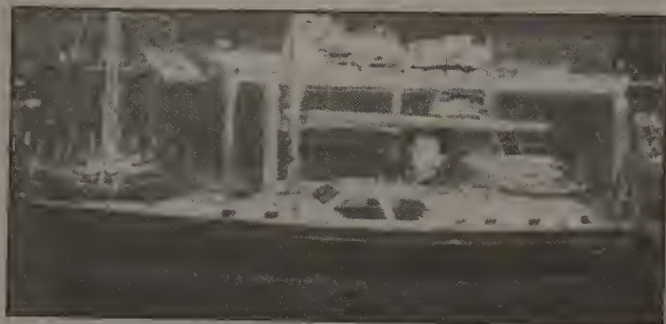
World cruising veteran, extensively upgraded 2000. Asking \$120,000 obo.

36' CENTURION, 1994 \$125,000

48'C&C, 1973 \$240,000

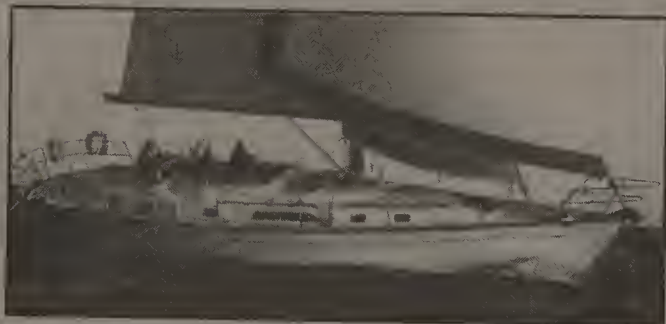


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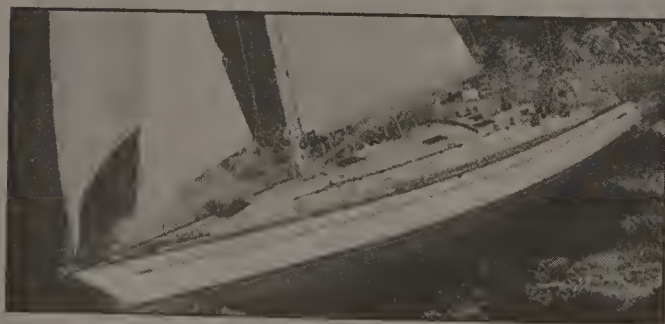
48' TAYANA DECK SALOON

This custom built Tayana 48 Deck Saloon is the newest model in the 48 family. With a light, airy interior and the option of an inside helm station, this new design is a real winner among cruising yachts. Sailaway \$355,000



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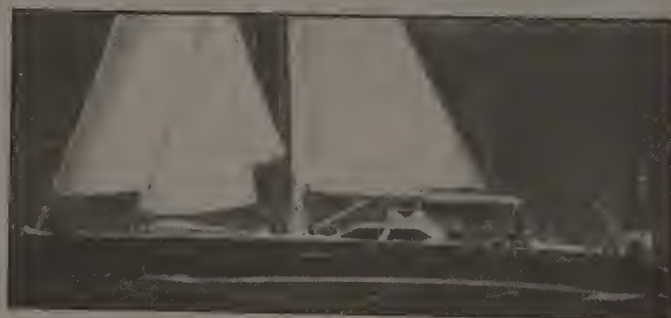
1999 TAYANA 48 CTR CKPT CUTTER

Fully equipped, all electronics, air/heat. Immaculate condition. Two staterooms. \$389,000.



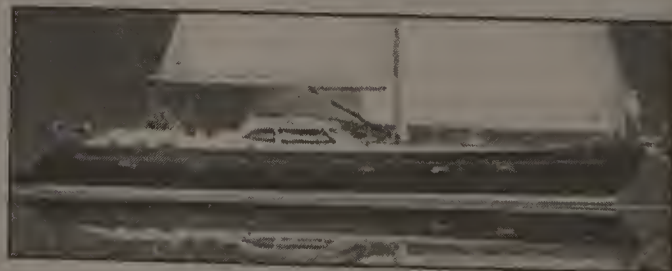
1985 TAYANA 42 CTR CKPT CUTTER

New sails including two spinns. Full electronics. Great condition. Ready to cruise. \$165,000.



58' TAYANA DECK SALOON

Powerful and fast, this large cutter will accomodate up to four staterooms. Contemporary styling and panoramic views from the main saloon. Available in center cockpit. Sailaway \$475,000



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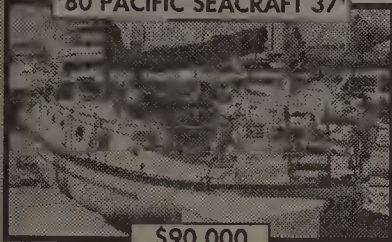
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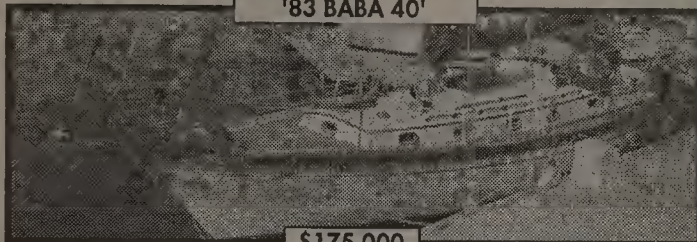
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'80 PACIFIC SEACRAFT 37'



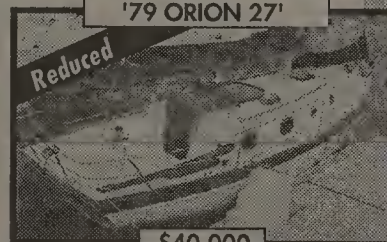
\$90,000

'83 BABA 40'



\$175,000

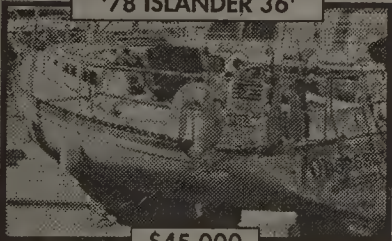
'79 ORION 27'



\$40,000

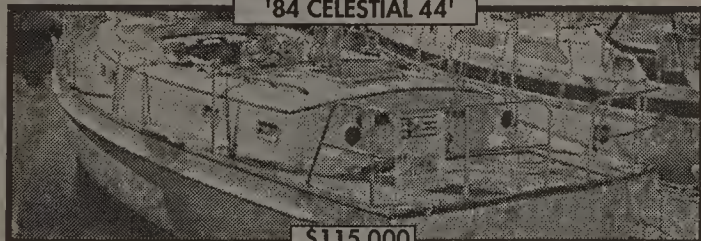
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'78 ISLANDER 36'



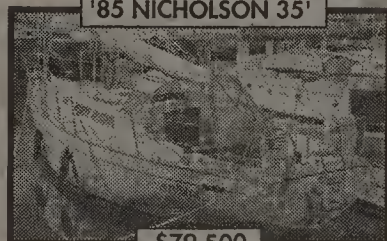
\$45,000

'84 CELESTIAL 44'



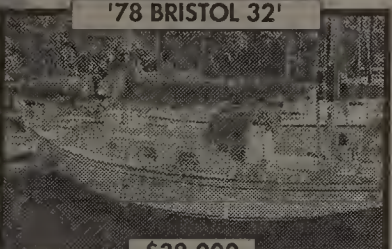
\$115,000

'85 NICHOLSON 35'



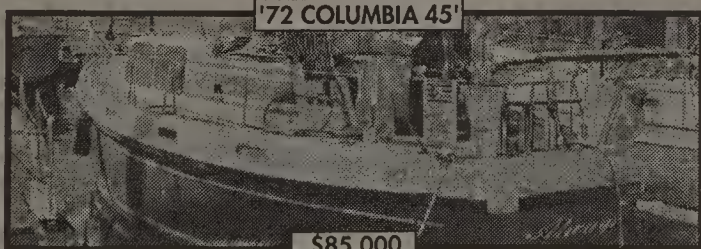
\$79,500

'78 BRISTOL 32'



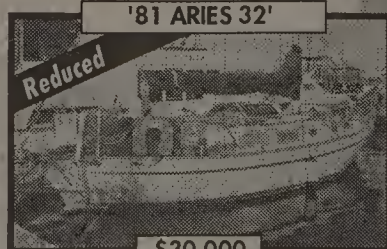
\$38,000

'72 COLUMBIA 45'



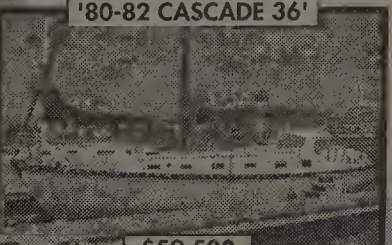
\$85,000

'81 ARIES 32'



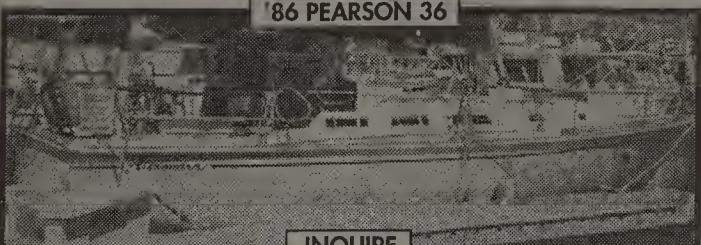
\$30,000

'80-82 CASCADE 36'



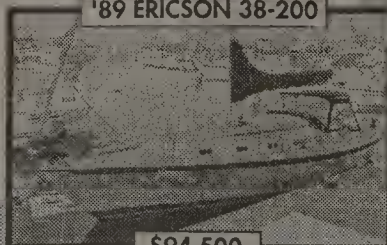
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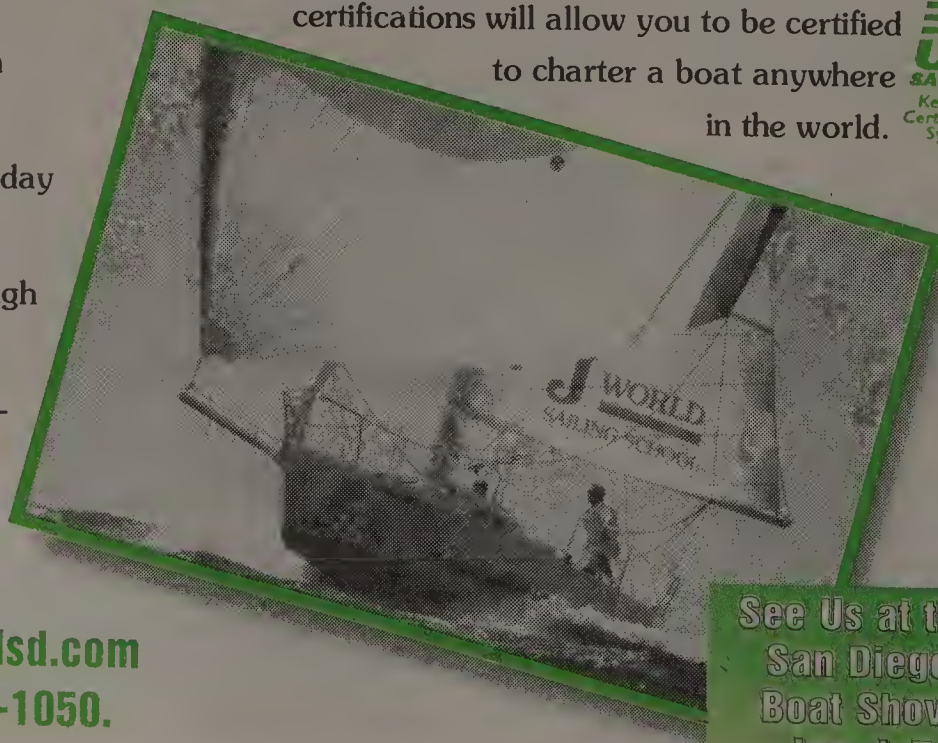
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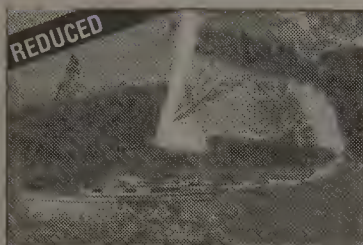
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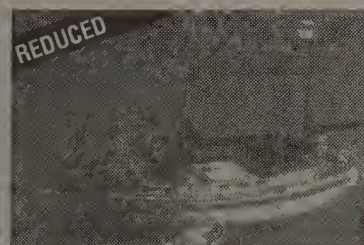
11:Metre
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Islander 37
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Contessa 43
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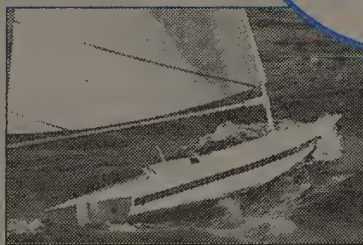
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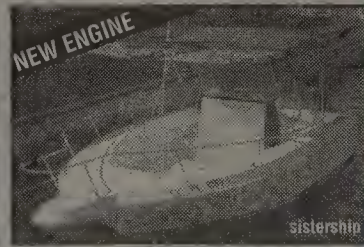
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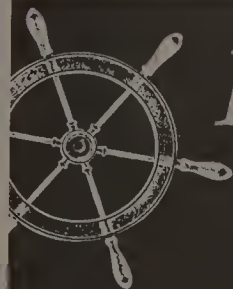
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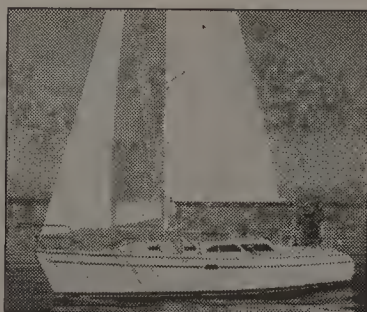
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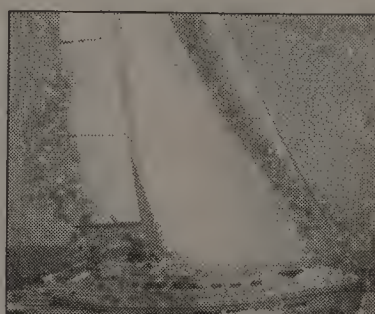
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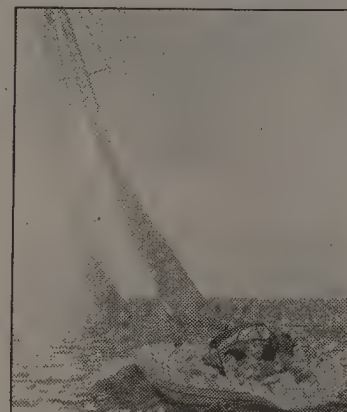
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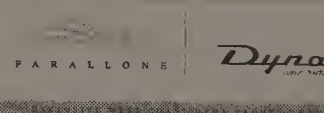


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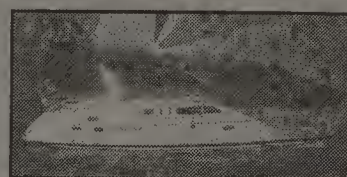
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- unique hull design

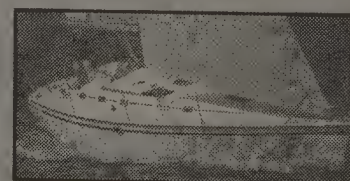


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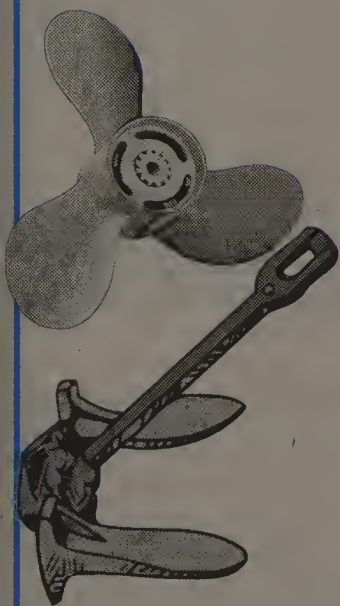
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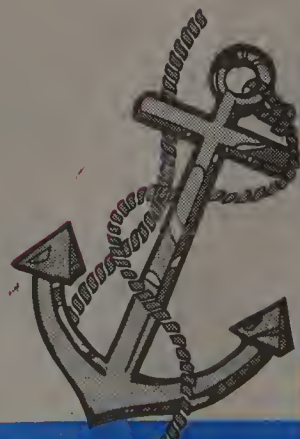
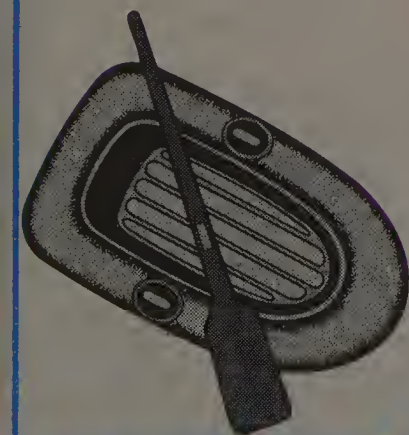


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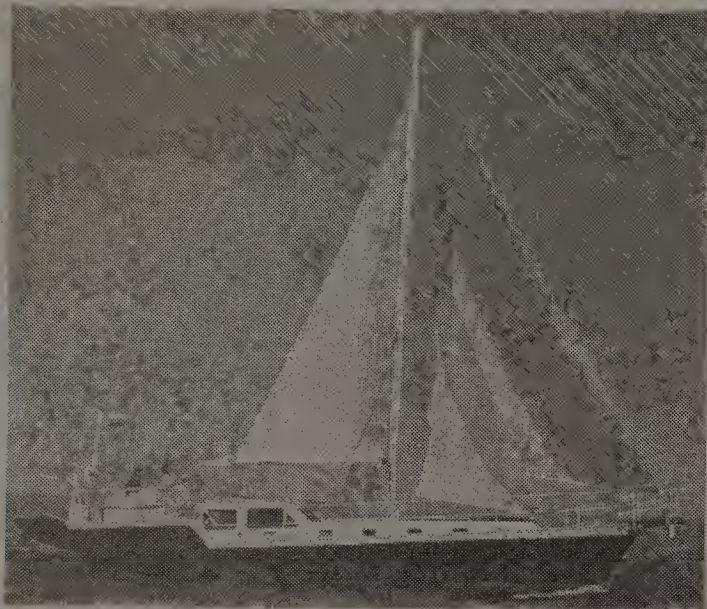
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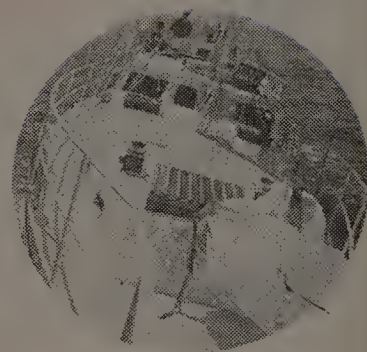
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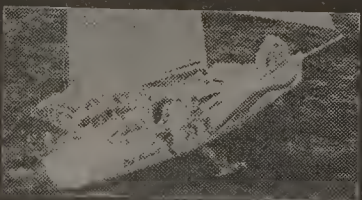
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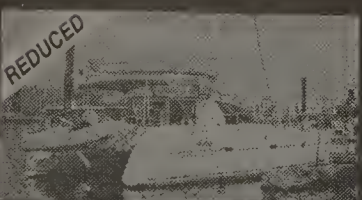
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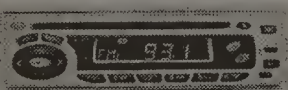
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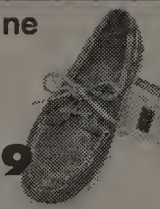
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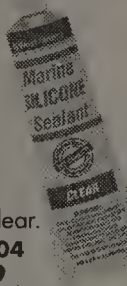
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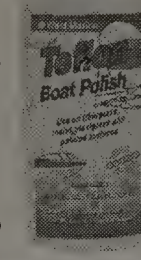
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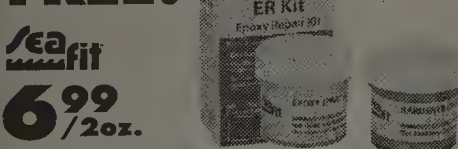
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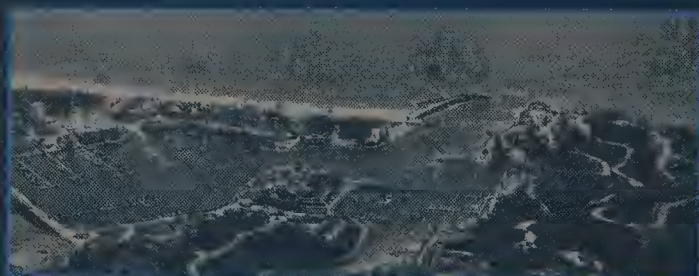
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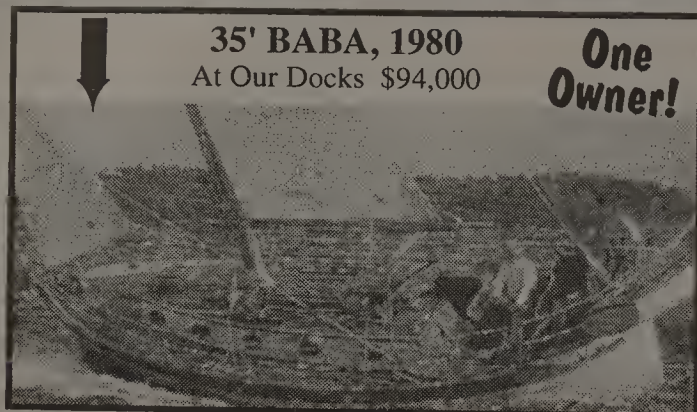
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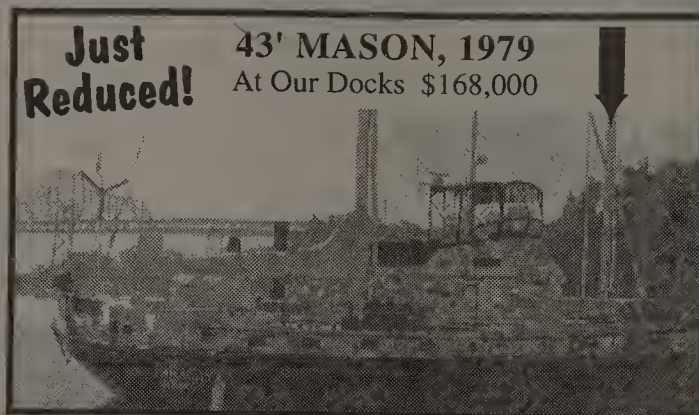
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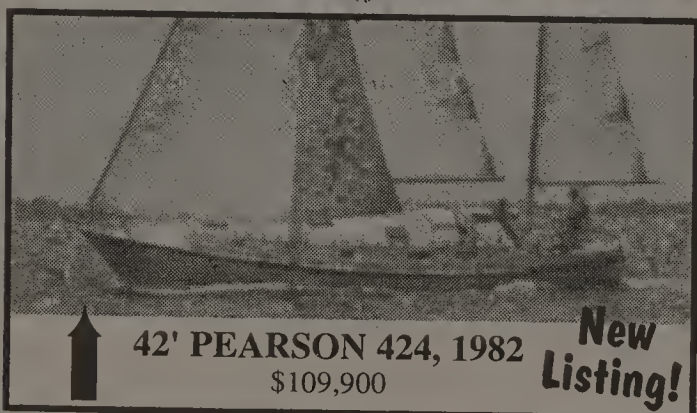
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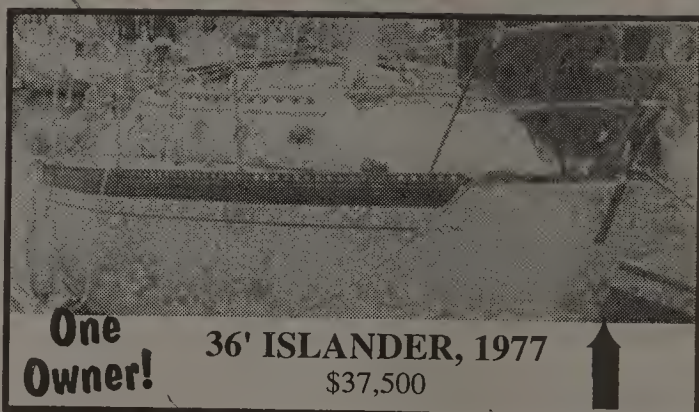
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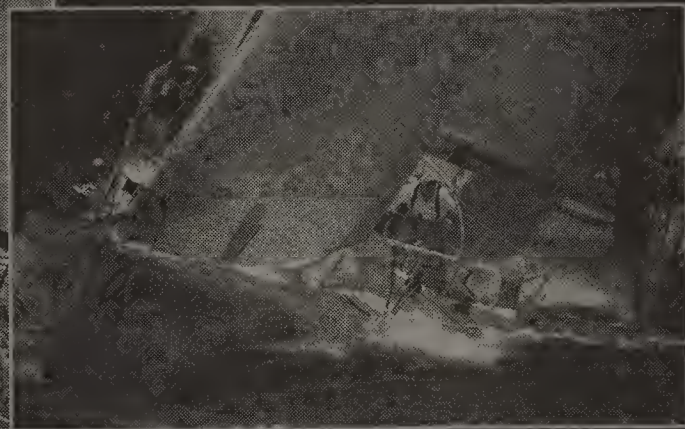
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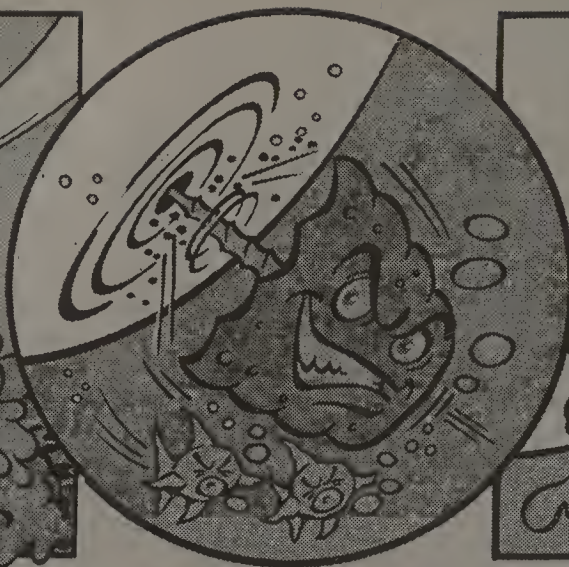
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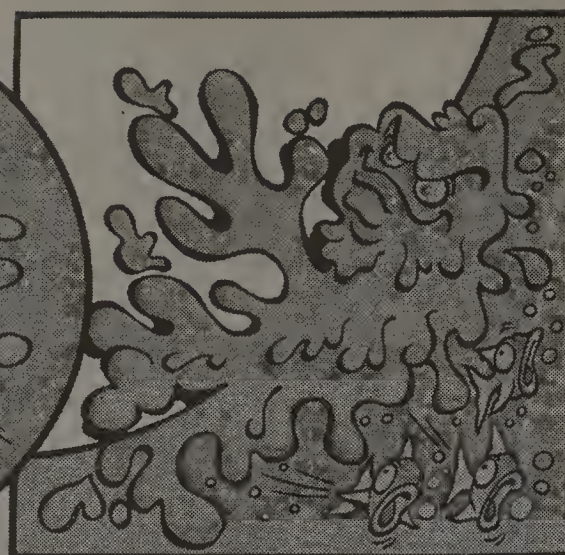
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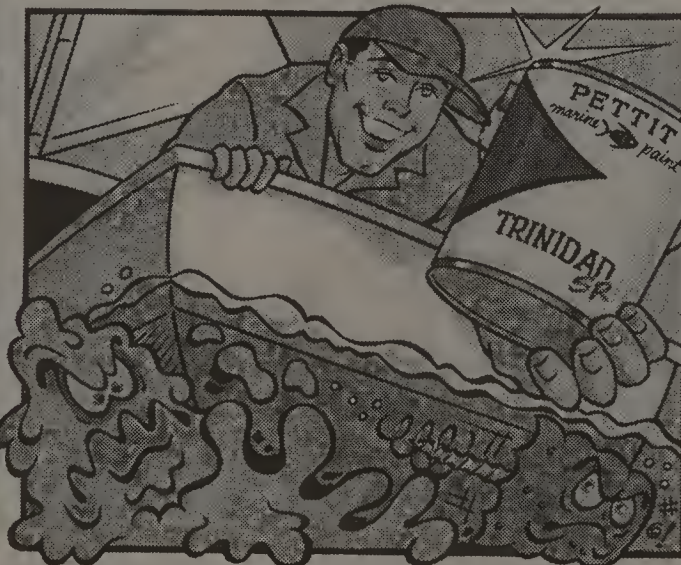
"I'm doin' my bit to screw-up another hull!"



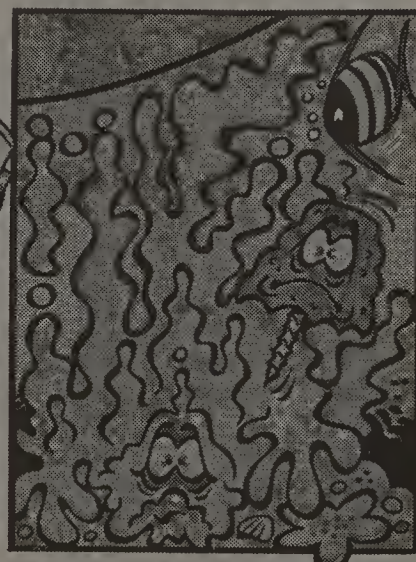
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CALENDAR

Nonrace

Sept. 1-2 — Free sailboat rides at Cal SC (Berkeley Marina), 1-4 p.m. See www.cal-sailing.org for details.

Sept. 1-3 — Master Mariners Annual Chickenship Regatta/Labor Day Cruise. An informal 'race' up to China Camp, followed by a float up Gallinas Creek. Dee Dee Lozier, (510) 653-8820.

Sept. 1-3 — Islander 36 cruise to Sequoia YC. Rick VanMell, (650) 962-1515.

Sept. 2 — Full moon, three-day weekend.

Sept. 3 — Labor Day observed. Go sailing!

Sept. 3 — Marina Madness Festival at Brisbane Marina, featuring an in-the-water boat show, a marine flea market, a sailboat race, a fishing derby, an antique car and motorcycle show, live music and a barbecue, and more. Info, (650) 583-6975.

Sept. 4 — "Boating Skills and Seamanship" classes commence at Yerba Buena Island, 7:30-9:30 p.m. Continues on Tuesdays and Thursdays for seven weeks. USCG Auxiliary, 399-3411.

Sept. 7-9 — 25th Wooden Boat Festival in Port Townsend, Washington. A three-day educational celebration — "the premier festival of its kind in the nation and the largest gathering of wooden boat enthusiasts on the West Coast." Wooden Boat Foundation, (360) 385-3628, or www.woodenboat.org.

Sept. 8 — Liferaft Safety Class at Sal's Inflatable Services (Alameda), a three-hour session beginning at 9:30 a.m. "Know before you go!" Info, (510) 522-1824.

Sept. 8-9 — Ericson 27 cruise to South Beach. Dave, 673-9378.

Sept. 8-9 — Sailmaker Flea Market, 8 a.m. to noon. Lee Sails, 647 Pacific Ave, Alameda. Donald, (510) 523-9011.

Sept. 8-16 — Fall Boat Show at Jack London Square (Oakland), now expanded to nine days! NCMA, (510) 834-1000.

Sept. 10 — Deadline to enter Baja Ha-Ha VIII. Check www.baja-haha.com for details.

Sept. 12-16 — Lake Union Boats Afloat Show, the big yearly boat show up in Seattle. Check out www.boatsafloat-show.com for details.

Sept. 13 — Monthly skipper/crew mixer at Sausalito YC, 6-9 p.m., free. Dinner and bar available. Bill, 388-5500.

Sept. 13 — Single Sailors Association monthly meeting at Oakland YC, with OCSC co-owner Anthony Sandberg speaking about chartering in Greece and Turkey. Drinks at 6:30 p.m.; meeting at 7:30; presentation at 8:30. Info, (510) 273-9763, or visit www.ssaonline.org.

Sept. 14-16 — Annual Hunter Rendezvous at Isthmus Cove, Catalina Island. Great food every night, seminars, races, raffles, fun. RSVP by August 10 to Paul, (619) 291-2600.

Sept. 15 — Hands-On Sail Repair and Canvas, a day-long course for cruisers at Hugin Sails; \$75. RSVP, (510) 523-4388.

Sept. 15 — 17th Annual Coastal Clean-Up Day, 9 a.m. to noon. Part of an international service day which takes place in 50 states and 120 countries. Call (800) COAST 4U to volunteer.

Sept. 15 — Encinal YC's Marine Flea Market, 7 a.m. to 1 p.m. Sell unwanted treasures or find new ones! Info, (510) 522-3272.

Sept. 15-16 — Third Cheoy Lee owners' rendezvous at Angel Island. Brent or Sue, (209) 375-6604.

Sept. 18 — San Francisco Bay Oceanic Crew group monthly meeting, featuring Scott Humphrey speaking about the Coast Guard Vessel Traffic Service. Fort Mason Center, Room C-210, 7 p.m., free. Info, 456-0221.

Sept. 21 — First day of fall; 95 shopping days until Xmas!

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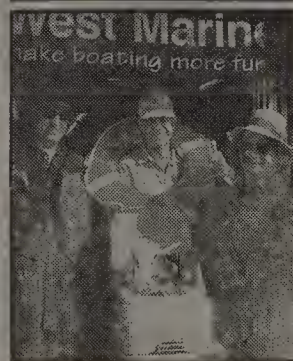
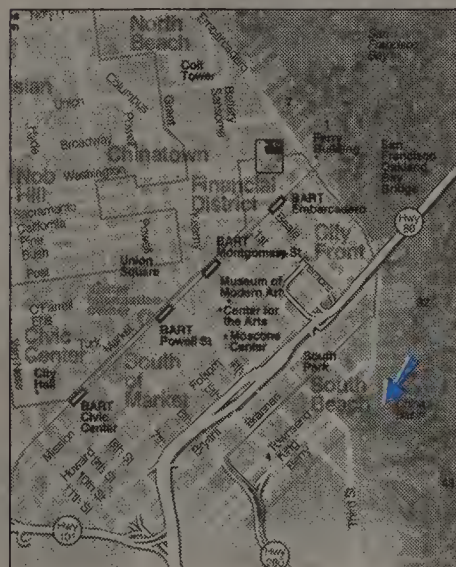


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CALENDAR

Sept. 21-23 — NorCal Westsail Rendezvous at South Beach Harbor Marina. Randy Leasure, (650) 704-2104.

Sept. 22 — Santana 22 cruise to Angel Island. Megan Dwyer, (510) 482-8226, or www.santana22.com.

Sept. 29-30 — All Catalina Rendezvous at Angel Island. All Catalina classes welcome. For details, call your fleet captain or Bill Eddy, (925) 820-7370.

Oct. 4 — Latitude Mexico-Only Crew List Party at Encinal YC, 6-9 p.m. Info, 383-8200.

Oct. 6 — Richmond YC Junior Program Reunion, celebrating their 50th anniversary. All former juniors, instructors and their families are invited for dinner and reminiscing between 3-8 p.m. RYC, (510) 237-2821.

Oct. 6 — WoodenBoat/Master Mariners Offshore Cruise. Info, 364-1656.

Oct. 6-7 — 9th Annual NorCal Women's Sailing Seminar, a full weekend of instruction for and by females only. No guys allowed! Info, (510) 521-2980.

Oct. 22 — "Coastal Navigation" classes (advanced or basic) begin at Yerba Buena Island, 7-9:30 p.m. They continue on Mondays and Thursdays for the following seven weeks. USCG Auxiliary, 399-3411.

Oct. 28 — Daylight Savings Time ends; 58 shopping days until Xmas!

Oct. 30 — Baja Ha-Ha VIII starts at 10 a.m. off Coronado Roads. See www.baja-haha.com for more.

Racing

Sept. 1 — Jazz Cup, a mellow 24-mile run from Treasure Island up to Benicia. SBYC/BenYC; Joel Davis, 495-2295.

Sept. 1-2 — San Francisco NOOD Regatta, hardcore one design racing sponsored by *Sailing World* and hosted by St. Francis YC. Invited classes are Farr 40s (West Coast Championship), J/120s, 1D-35s, J/35s, 11:Metres (Nationals), J/105s, Olson 30s, Express 27s, Melges 24s and J/24s. StFYC, 563-6363.

Sept. 1-8 — International Knarr Championship. Ten races and some great parties for 25 entries (six from Denmark, six from Sweden, twelve from the Bay, and the 2000 IKC winner). See *Race Notes*. SFYC, 789-5647.

Sept. 2-8 — Maxi Yacht Rolex Cup in Porto Cervo, Sardinia. About 35 multi-million dollar maxis, including *Sagamore*, will duke it out in the Aga Kahn's playground. Lots of lavish parties, lots of beautiful people. YC Costa Smeralda, www.yccs.it.

Sept. 7-9 — San Francisco Bay Etchells Championship. RYC, (510) 237-2821.

Sept. 8, 1991 — Ten Years After, from a *Racing Sheet* article titled "S.F. Perpetual Challenge Trophy":

In one of the silliest match races in recent memory, the St. Francis YC successfully defended the 96-year-old San Francisco Perpetual Challenge Trophy on September 8 against challenger San Diego YC. The format pitted Sy Kleinman's Frers 58 *Swiftsure*, driven for St. Francis by Russ Silvestri, against the new-this-year Schock 55 *Harmony* in a 15-mile double windward/leeward Cityfront race sailed under the IOR rule.

The average spectator wouldn't have guessed this pair-up was a yacht race, given how spread out the two boats rapidly became. *Harmony*, with John Driscoll steering and Duncan 'Benedict' Kelso calling tactics, stretched away from our hometown lads on every leg. At the tape, they were seven minutes and eight seconds ahead, exactly 68 seconds short of victory. "We sailed really well, but it was still nerve-wracking because they were so far ahead," allowed *Swift* crewmember Scott

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Swan 60	Swan 100RS
Swan 62RS	Swan 112RS



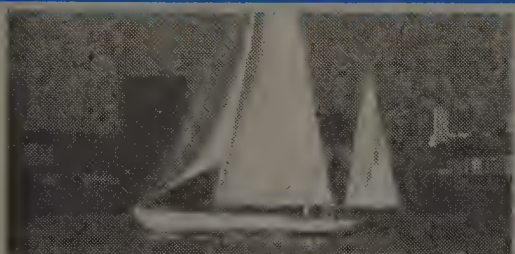
Swan 59 (1988). This gorgeous Swan has one of the most beautiful interiors we have ever seen. Currently cruising. **Asking \$650,000.**



Swan 60 (1996) Sinue. The ultimate cruising machine, like new, full hydraulics, stunning interior. Lying Europe. **\$1,390,000.**



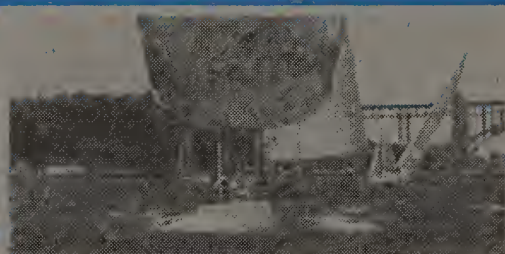
Swan 42 Hoya is seriously for sale. This classic Ron Holland designed Swan is currently lying in Alameda. **Asking \$164,000.**



Alden Yawl 57' (1931). A true classic yacht and potential winner of the next Master Mariners Race. Lying Berkeley. **Only \$195,000.**



Swan 57CC (1996), Synchronicity. Like new center cockpit Swan. A bulletproof luxury cruiser. Lying Baltimore. Call for price.



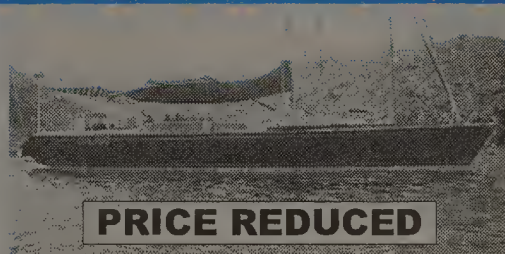
Swan 431 A classic S&S designed Swan. A great opportunity to own a true bluewater cruiser. Lying Richmond. **Asking \$149,000.**



C&C 61 Looking for a big, fast, comfortable, ocean-going cruiser? This C&C 61 has just had an extensive refit. **Priced to sell at \$350,000.**

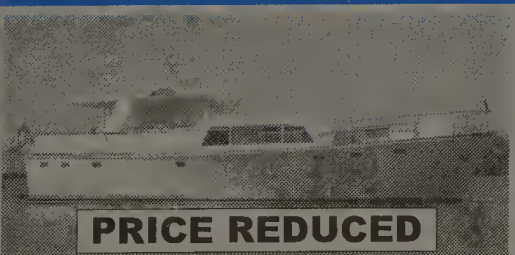


Swan 53 Extensive upgrades, new shoal draft keel. This classic Swan is one of the best 53s available. Lying Bahamas.



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Andrews 56 A fast and fun cruiser with a great interior. Beautiful blue hull. Ready to go. Lying LA. **Asking \$449,000.**

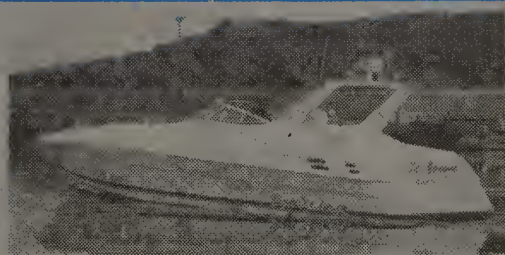


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Farr 40 (1999) Silver Bullet is for sale. Raced only twice, this boat is in new condition and ready to go. Lying LA. **Asking \$299,000.**



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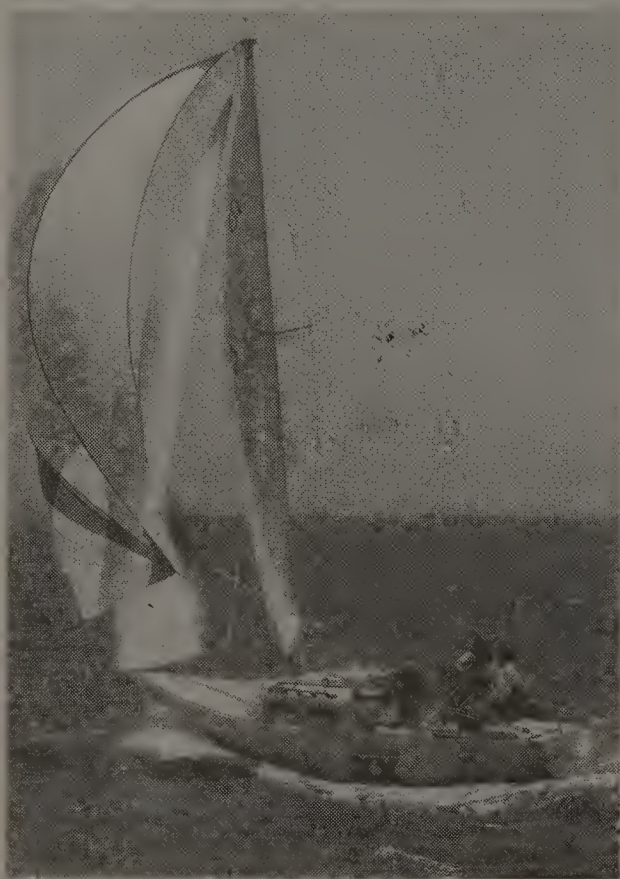
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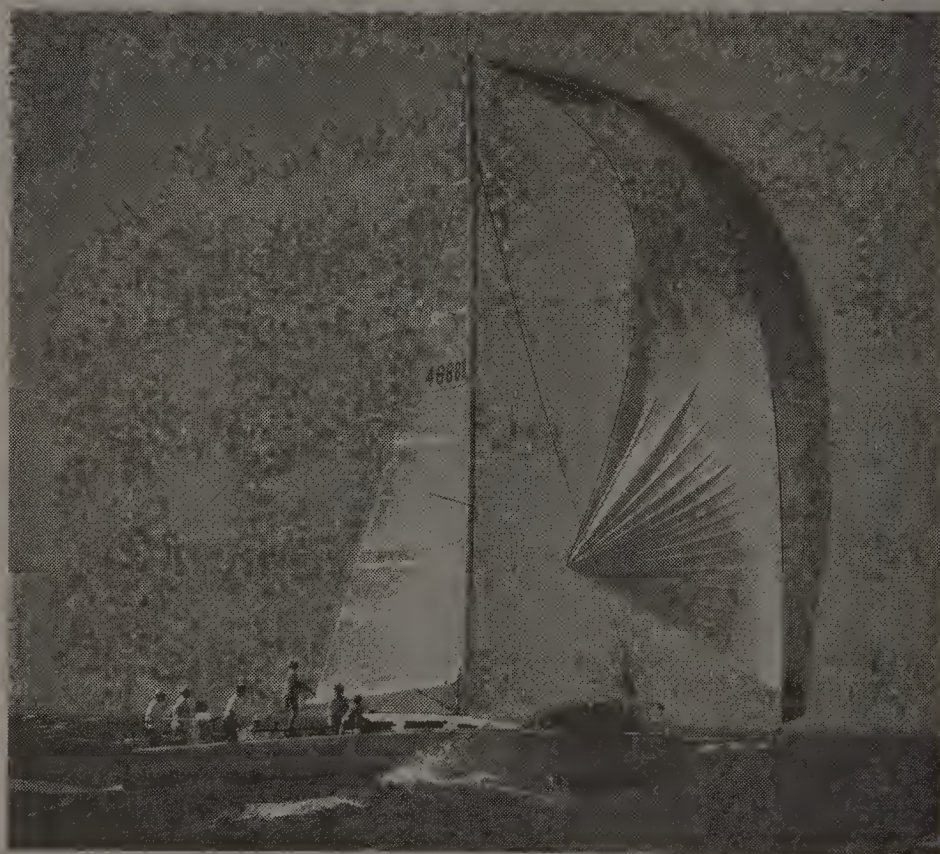
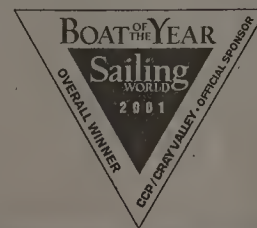
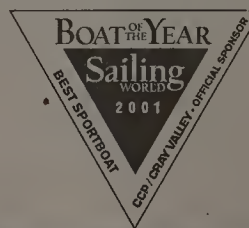
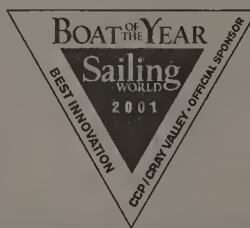
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- Mini golf/arcade five blocks away
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Overnight rates: Boats less than 40': \$11

Boats 40' and over: \$16

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Radio or telephone for overnight accommodations.

Rates and information subject to change.

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or Channel 16 VHF**

CALENDAR

Easom. "We also gave away some time at the last leeward mark rounding when we broke a jib halyard."

But given the rockstar line-up aboard *Swiftsure* that day, we figure the St. Francis couldn't have lost this race. In addition to Kleinman, Silvestri and Easom, the crew consisted of Matt Ciesicki, Mike Erlin, Bill and Dennis George, Dave Gruver, Scott Inveen, Don Jesberg, Ken Keefe, Jeff Littfin, Andy MacDonald, Kent Massey, Alan Prussia, Noel Rhodes and Seadon Wijsen.

In the future, we're told, the regatta will be sailed in one design boats. As far as we can tell, that makes this otherwise unremarkable mismatch an historic one: it was quite probably the last time the IOR rule will ever be used on the Bay.

Sept. 8-9 — West Marine Fun Regatta at Santa Cruz, once again hosted by SCYC and sponsored by West Marine. Over 100 kids ages 8-17 are expected for a full day of on-the-water instruction on Saturday, followed by racing on Sunday. Steve Reed, (831) 457-2734 (evenings).

Sept. 8-9 — Dolphin Cup, featuring the Moore 24s this year. Monterey Peninsula YC; Bob Furney, (831) 373-0445.

Sept. 9-12, 1981 — It was Twenty Years Ago Today, from a *Sightings* piece called "Moore 24 Nationals":

"We thought it was a drop-in class," said Southern Californian Dave Ullman on his attempt to grab the Moore 24 Nationals on the Bay from September 9-12. In classes without much talent, a hot shot skipper like Ullman (a world and national champion in several classes) can often drop in and go home with first place. What Ullman didn't count on was Jeff Madrigali, who had been sailing Warren Wilbur's *Moore Burgers* all summer getting ready for the Nationals. Also tough was John Harrington's *Jalapeno* with Jim Maloney at the tiller.

While Ullman was smart enough to be near the top, he didn't have the boat speed which comes from time spent sailing the boat. He did manage to win the first and last races, but in between Madrigali and Maloney dominated. Madrigali and his crew of owner Wilbur, Eric Tjensvold and Bill Melbostad thought they had the series wrapped up after the next to last race, having put enough boats between themselves and Maloney to be able to sit out the finale. However, a protest eliminated one of those in-between boats, so the last day featured a match race between the two. Madrigali covered Maloney all the way around and his second gave him the championship.

All top five finishers sailed with hired guns: 1) Warren Wilbur/Jeff Madrigali, 8.5 points; 2) John Harrington/Jim Maloney, 13.75; 3) Beau Vrolyk/Dave Ullman, 17.5; 4) Bruce Hayes/Jim Warfield, 20.75; 5) Bob Larson & John Moore/Dee Smith, 23.

Sept. 13-16 — 38th Big Boat Series, with five Rolex watches at stake. Invited classes are Americap II (handicap racing for boats over 35 feet), SC 52s, Farr 40s, Express 37s, J/35s, J/120s, 1D-35s and the ubiquitous J/105s. StFYC, 563-6363.

Sept. 15 — Fall One Design #2. SCYC, (831) 425-0690.

Sept. 15 — South Bay YRA #6, hosted by Oyster Point YC. Bob Carlen, (831) 336-2672.

Sept. 16 — Fall SCORE/DH #2. SCYC, (831) 425-0690.

Sept. 20-23 — Ultimate 20 Nationals. Santa Cruz YC, (831) 421-9463.

Sept. 22 — Alameda Interclub Series #6. Oakland YC, (510) 522-6868.

Sept. 22-23 — Express 27/Antrim 27 Nationals. Richmond YC, (510) 237-2821.

Sept. 22-23 — PICYA Match Race Invitational, a Cityfront series in 11 Metres. The winner will defend PICYA/NorCal in



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It's still true – a stitch in time saves nine. Whether you're finishing a busy summer of sailing on the Bay or just beginning a long cruise south, the Quantum team is here to make sure your sails are ready for anything.

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It's no secret that J/Boats are fast and well built but the comfortable accommodations continue to surprise many who step aboard for the first time. That doesn't stop the boat from being the largest 40' one-design fleet on the West Coast. Approximately ten J/120s will line up for a one-design start at the 2001 Big Boat Series. The fleet is competitive but owner driver rules, sail limitations and a collegial group of owners keep J/120 racing fun and affordable.

There are other fast 40 footers on the market but you wouldn't even consider finishing up Big Boat Series with them and then taking the same boat cruising to Mexico. Not so with the J/120. You can sail out the Gate with complete confidence that the boat you were just competitively racing on the Bay is strongly built and ready for the toughest ocean sail. Her performance design will give you an easy motion at sea and her spacious, well thought out interior makes an enjoyable cruiser.

You can see the J/120s at this year's Big Boat Series, Baja Ha-Ha 2001 or Sail California's sales docks. Check out the J/120 — you'll be pleasantly surprised!

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CALENDAR

the sixth annual California Match Race Series on the Bay on Oct. 13-14. Tom Allen, 381-1128.

Sept. 22-23 — OYRA/CYC Drake's Bay Race, a nice time of year to visit this remote harbor. YRA, 771-9500.

Sept. 22-23 — Banshee PCCs at Folsom Lake, the first major Banshee championship in years. Fifteen of these 13-foot retro-rockets competed at Huntington in July and hopes are high for even more at the PCCs. FLYC, (916) 985-3704.

Sept. 22-23 — Hard Chine Regatta for Mercuries, Snipes, Lightnings, Thistles, and an open class. RYC, (510) 237-2821.

Sept. 22-28 — Rolex International Women's Keelboat Championship, now featuring a new venue (Annapolis YC) and a new boat (J/22). US Sailing, (401) 683-0800, or www.ussailing.org.

Sept. 23 — Volvo Ocean Race begins from Southampton, England. See our preview elsewhere in this issue, and check out www.volvoceanrace.org.

Sept. 28-30 — Triton Nationals. Corinthian YC, 435-4771.

Sept. 29 — Commodore's Cup. EYC, (510) 522-3272.

Sept. 29 — SSS East Bay Estuary Race. Synthia Petroka, (408) 929-7217.

Sept. 29-30 — Barth Race, co-hosted by CPYC and SeqYC. Mick Coleman, (650) 318-1489.

Oct. 1-5 — Folkboat Internationals. StFYC, 563-6363.

Oct. 5-7 — Schock Regatta/Santana 35 Nationals. SFYC, 789-5647.

Oct. 6 — OYRA/GGYC Junior Waterhouse, the final ocean race of the year. YRA, 771-9500.

Oct. 6 — ODCA Champion of Champions, once again in DeWitt Dinghies at Richmond YC. YRA, 771-9500.

Oct. 6 — 26th Annual Woman Skipper's Cup. A PHRF race for women skippers; no crew restrictions. Berkeley YC; Bobbi Tosse, (925) 939-9885.

Oct. 6-7 — Logan/Paige Regatta. StFYC, 563-6363.

Oct. 13 — HDA Yankee Cup, the 'champion of champions' for PHRF racers. Island YC; YRA, 771-9500.

Oct. 13 — Wallace Cup. Oakland YC, (510) 522-6868.

Oct. 13-14 — El Toro Stampede. RYC, (510) 237-2821.

Oct. 13-14 — Fall One Design for Etchells, Melgi, J/24s, Express 27s, Wabbits and possibly others. SFYC, 789-5647.

Oct. 20 — Jessica Cup, a race for people with big woodies. StFYC; Terry Klaus, (510) 337-0514.

Oct. 20-21 — SSS Vallejo 1-2, a popular and easy short-handed contest. Synthia Petroka, (408) 929-7217.

Oct. 27-28 — Great Pumpkin. RYC, (510) 237-2821.

Nov. 3 — Golden Gate YC Midwinters begin, the first of a dozen or so winter series to get underway. We'll list all of them in the *Calendar* next month. GGYC, 346-BOAT.

Nov. 3-10 — 15th Annual Pro-Am Regatta at the Bitter End YC (BVLs). A unique chance to race and socialize with 'junior skippers' (Robbie Haines, Russell Coutts, Ed Baird, Ken Read and Marie Bjorling) and 'masters' (Lowell North, Butch Ulmer, Keith Musto, Tom Lewick and Rod Johnstone). Call (800) 872-2392, or check out www.beyc.com.

Jan. 21-25, 2002 — 15th Yachting Key West Race Week. Info, (781) 639-9545, or www.Premiere-Racing.com.

Feb. 19, 2002 — First start of the San Diego to Puerto Vallarta Race, with MEXORC to follow. Details, (619) 758-6310, or www.sdyc.org.

Summer Beer Can Races

BALLENA BAY YC — Friday Nights: 9/14, 9/28, 10/12, 10/26. BBYC, (510) 523-2292.

BAY VIEW BOAT CLUB — Monday Night Madness, Fall Series: 9/3, 9/17. John Super, 243-0426.

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J/44, Marilyn, '91

This is one of the few 44s available. It has been professionally maintained and fully cruise ready. A Mexico vet! Includes complete race inventory.

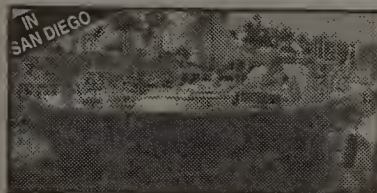


J/35's, Ram* Jabiru*

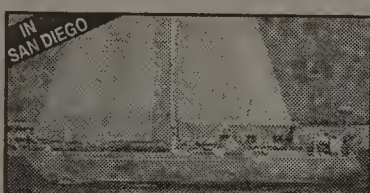
We now have two pre-owned J/35's available. 'Ram' is a veteran cruiser in immaculate condition. 'Juburu' is a seasoned racer/cruiser. Both in Alameda

J/105, Veloce* & Ronin*

Rare opportunity to find a pre-owned J/105 ready for immediate delivery - we now have two available at our docks in Alameda.



44' MASON 1986, *Denali** This well maintained cruiser is known for its exceptional offshore cap. Tri-cabin layout with V-berth forward. Recently in town from Mexico and completely prepared for another offshore trip.

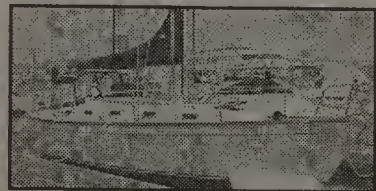


44' Swan 44, 1979, *Adriana* Upgraded for the 2000 Pac Cup, incl. new sails, elec's., & equip., throughout. B&G Hydra 2000, Furuno GPS, Inverter, Spectra Watermaker, New Main Sail, & 2 New Genoa's. Lots of upgrades! High quality bluewater boat!



J/120, Guero

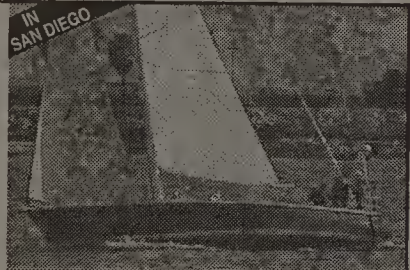
Lightly used, with Ullman sails (full racing and cruising inventories) and B&G electronics. Professionally maintained, ready for your inspection!



38' TARTAN 3800 OC, Torrent '99

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46' J/46, 2001, *Linnray*
Won the PV 2001 race and has every option possible! Beautiful stars and stripes blue Awlgrip, top of the line elec's & running gear, & all the safety gear/sails to cruise. Full set of 3DL North racig sails avail! No detail spared in her prep! Absolutely stunning! Come tour.



50' Beneteau 510, 1993 *Rhapsody** This Beneteau 510 is in excellent cond. Owner's stmn. forward, teak decks, two aft stmn's. SSB, Genset, Weatherfax. Never chartered. Ready for your inspec. today at our San Diego docks. \$267,000



35' J/105, 2000, Clouseau

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56' Andrews, '92, <i>Cipango</i>	Inquire
50' Beneteau 510, '93, <i>Rhapsody*</i>	267,000
53' J/160, '97, <i>Bushwacker*</i>	670,000
48' 1D48, '96, <i>Tribe*</i>	395,000
46' J/46, 2001, <i>Linnray*</i>	New Listing 569,000
44' Swan 44, '79, <i>Adriana*</i>	179,000
44' Mason 44, '86, <i>Denali*</i>	259,000
44' J/44, '91, <i>Marilyn</i>	New Listing 295,000
41' J/125, '98, <i>Snoopy*</i>	270,000
41' J/125, '99, <i>Javelin</i>	180,000
41' J/125, '98, <i>Pearl**</i>	New Listing 270,000
40' J/120, '99, <i>Guero*</i>	264,000
40' J/120, '89, <i>Impact Player*</i>	New Listing 284,000
40' Tripp 40, '91, <i>There and Back Again*</i>	97,500
40' J/120, '95, <i>Attitude**</i>	New Listing 120,000

40' Frers, '86, <i>Kimba 2</i>	59,000
39' CM1200, '95, <i>Menace XXII*</i>	Pending 108,000
38' Bavaria 38 Exclusive, '99, <i>Flint*</i>	177,000
38' Tartan 3800 OC, '99, <i>Torrent</i>	259,000
38' X-Yachts IMS 38, '96, <i>Jubilee II**</i>	120,000
37' Crealock, '93, <i>Esprit II*</i>	189,000
37' Express, '85, <i>Guinness</i>	New Listing 82,500
36' Mumm, '94, <i>Pakalolo**</i>	New Listing 92,500
35' J/105, '00, <i>Clouseau*</i>	Pending 132,000
35' J/105, '92, <i>Veloce</i>	Reduced 99,000
35' J/105, '92, <i>Ronin</i>	Reduced 100,000
35' J/105, 2000, <i>Runaway</i>	New Listing 135,000
35' J/35, '83, <i>Ram</i>	55,000
35' J/35, '88, <i>Jabiru</i>	63,000
35' J/35, '85, <i>Jammin**</i>	New Listing 67,500

35' Riptide, '95, <i>Ripple**</i>	New Listing 129,000
33' Tartan 10, 1979, <i>Cheap Thrills*</i>	25,000
33' Synergy 1000, '99, <i>Hull #5**</i>	New Listing 85,000
30' J/92, '93, <i>Blue Moon*</i>	69,000
30' J/30, '82, <i>Jayhawk**</i>	New Listing 35,000
26' J/80, '94, <i>Hull #71*</i>	29,500
26' J/80, '94, <i>Hull #72*</i>	Pending 29,500
26' J/80, 2000, <i>Gizmo**</i>	New Listing 46,500
24' J/24, '83, <i>Electra</i>	New Listing 12,000

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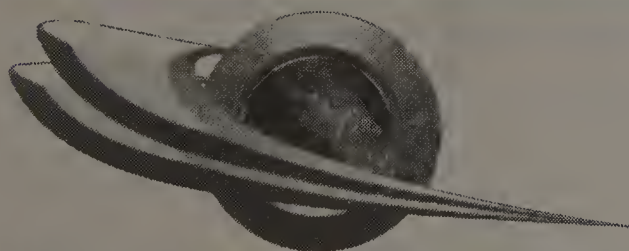
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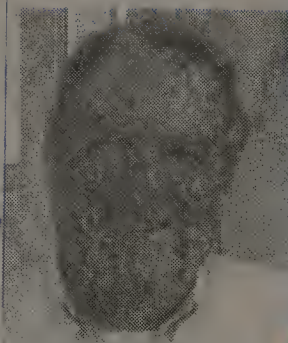
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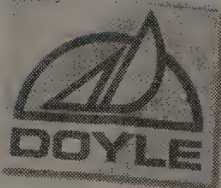
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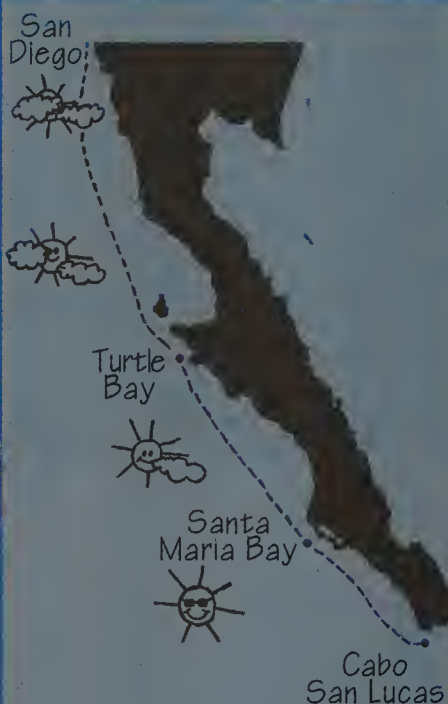
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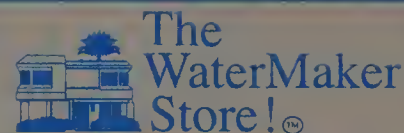


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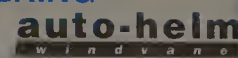
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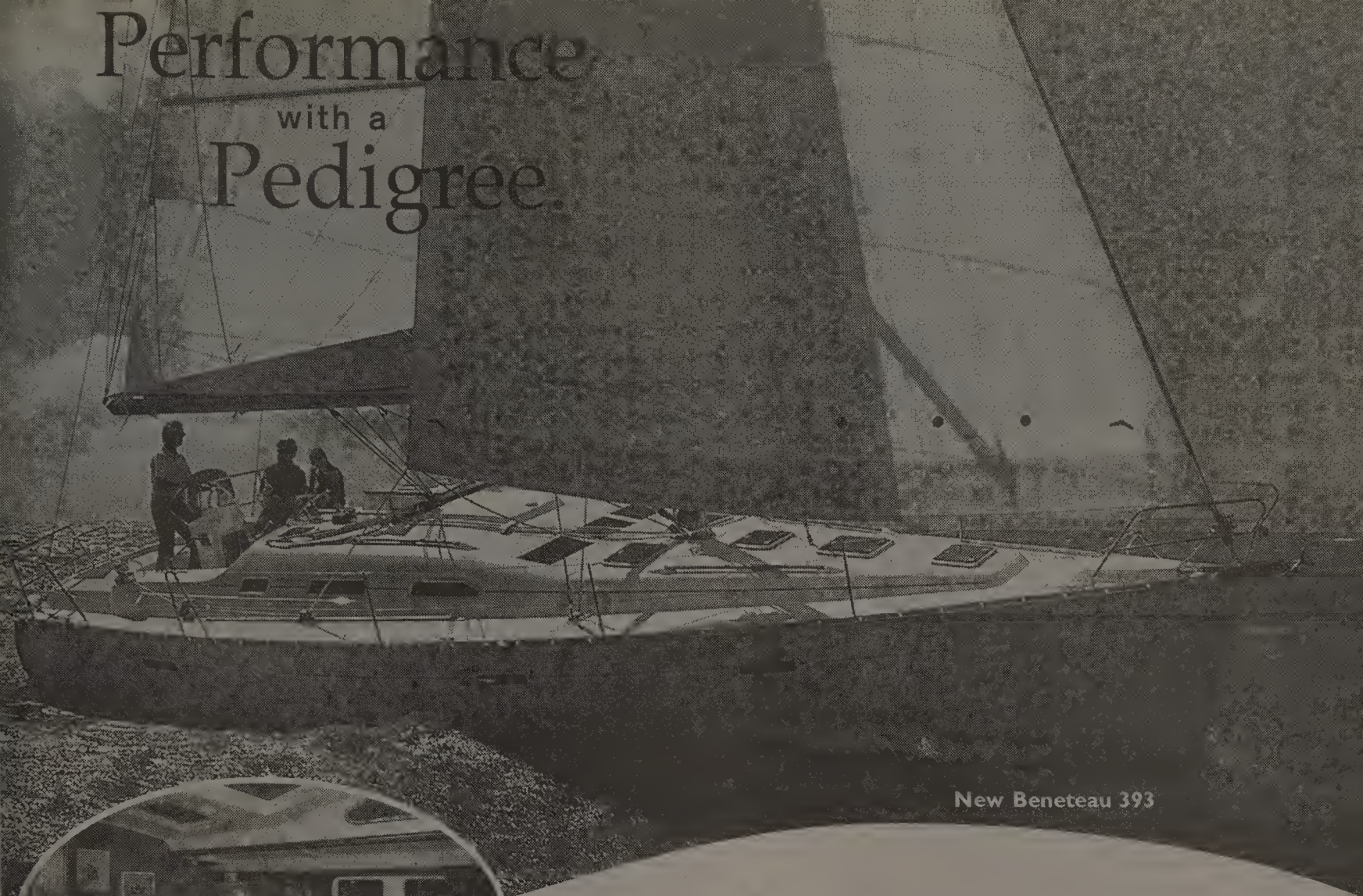
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CALENDAR

BENICIA YC — Thursday Race Series: Every Thursday night through 9/20. Eric Mickelson, (707) 748-1235.

BERKELEY YC — Friday Night Races: Every Friday night through 9/28. Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Night Series: Every Friday night through 9/7. Ron Roberts, 459-1829.

COYOTE POINT YC — Wednesday Night Races: Through 10/24. Mike Finn, (408) 866-5495, ext. 202.

ENCINAL YC — Friday Night Twilight Summer Series: 9/7, 9/21, 10/5. Mark Brunelle, (510) 814-8620.

FOLKBOAT WEDNESDAY NIGHTS — Every Wednesday at GGYC through 9/26. Ed Welch, 851-3800.

GOLDEN GATE YC — Friday Nights: 9/7, 9/14. Jeff Zarwell, (408) 252-7671.

ISLAND YC — Friday Nights on the Estuary: 9/14, 9/28. Dan Laramie, (510) 583-9323.

OAKLAND YC — Sweet 16 Series. Every Wednesday night through 9/12. George, (510) 843-9417.

PITTSBURG YC — Thursday Nights on the Delta through 9/27. Vern Huffer, (925) 432-0390.

RICHMOND YC — Wednesday Night Series: 9/5, 9/19. Mike Moore, (510) 232-9105.

SANTA CRUZ YC — Wednesday Nights through the end of Daylight Savings Time. Larry Weaver, (831) 423-8111.

SAUSALITO YC — Tuesday Night Sunset Series, second half: 9/11, 9/25. Andy Eggler, 332-1267.

SO. BEACH YC — Friday Night Races: 9/7. Randy, (650) 991-2995.

VALLEJO YC — Every Wednesday night through 9/26. Jack Vetter, (707) 643-1254.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

September Weekend Currents

date/day	slack	max	slack	max
9/01 Sat	0047	0401/4.2E	0754	1101/3.5F
	1402	1633/2.4E	1950	2240/2.8F
9/02 Sun	0128	0434/4.3E	0828	1128/3.5F
	1433	1701/2.7E	2026	2314/2.9F
9/03 Mon	0208	0508/4.2E	0859	1154/3.4F
	1502	1732/3.0E	2100	2349/2.9F
9/08 Sat		0235/2.6F	0547	0827/2.6E
	1126	1438/2.3F	1729	2052/3.6E
9/09 Sun	0033	0330/2.4F	0651	0919/2.1E
	1209	1527/2.0F	1812	2144/3.6E
9/15 Sat		0248/5.0E	0642	0946/4.1F
	1259	1527/3.1E	1846	2139/3.4F
9/16 Sun	0033	0341/5.2E	0729	1029/4.3F
	1340	1614/3.7E	1936	2231/3.9F
9/22 Sat		0256/3.4F	0617	0835/2.5E
	1202	1449/2.4F	1742	2053/4.1E
9/23 Sun	0100	0402/3.0F	0724	0933/1.9E
	1305	1546/1.9F	1836	2150/3.7E
9/29 Sat		0253/3.6E	0641	0950/3.2F
	1245	1531/2.5E	1851	2143/2.7F
9/30 Sun	0028	0330/3.7E	0718	1020/3.3F
	1317	1557/2.9E	1928	2220/2.9F



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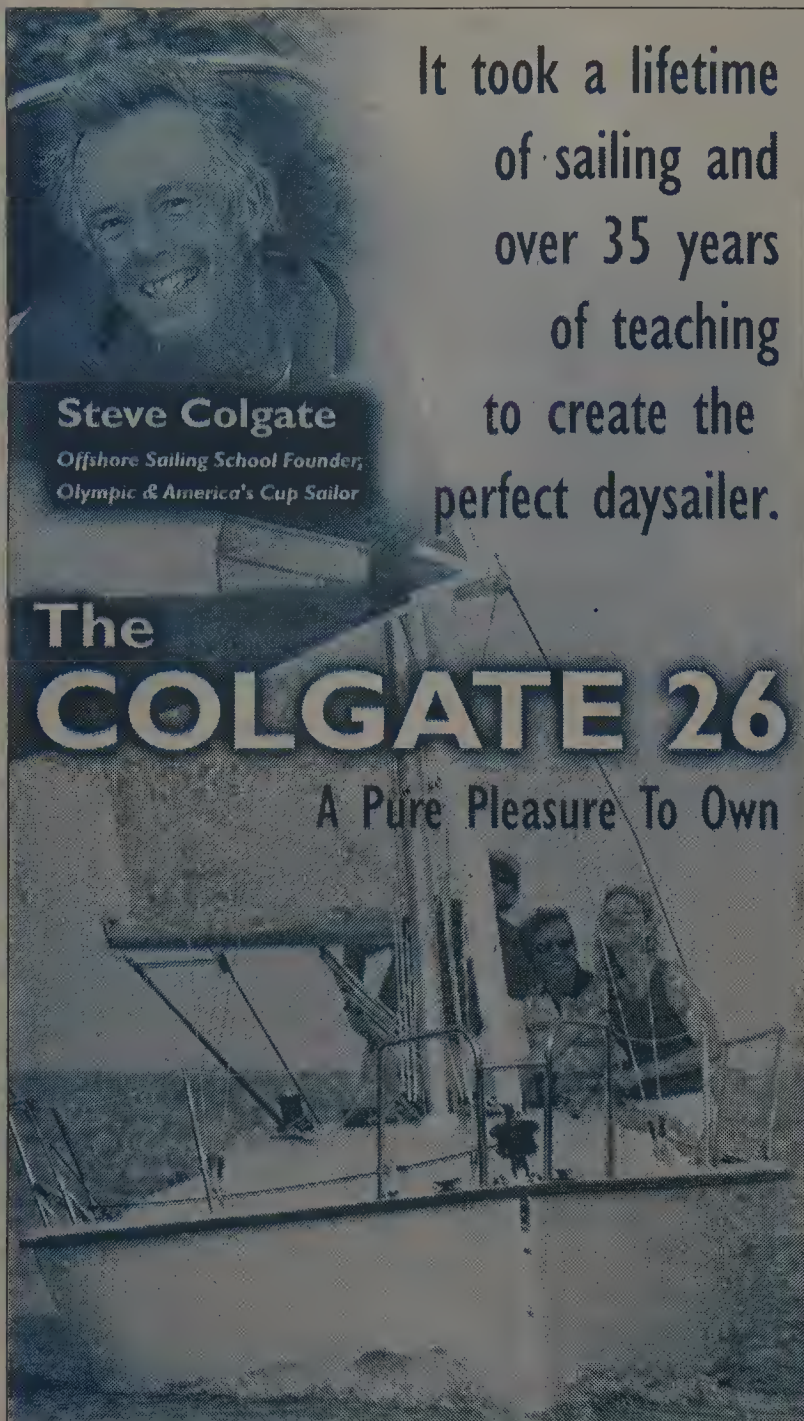
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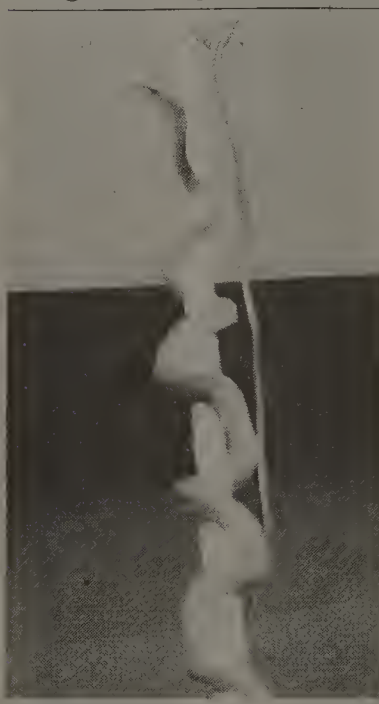
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LETTERS

↑↓SNAKE GUARDS

We understand we needed rat guards for dock lines, but snake guards?

We were walking back to our boat one day at Paradise Village Marina just north of Puerto Vallarta, when my neighbor asked, "What should we do about snakes on the dock lines?" I thought he was playing a joke on me with a fake snake. But we both watched it for a couple of minutes — until it moved its head and stuck out its tongue. It was real, all right!



Snakes alive!

Sixty new docks are being constructed at Paradise Village Marina, so apparently the snakes are being displaced from their homes. So they go into the water and then slither up the pilings and onto the docks. From there they go to the dock lines. There have also been cases of people finding iguanas on their boats. It's fine with us — as long as the crocodiles don't get so friendly.

Rick and Liz Strand
Sarah Elizabeth, Ericson 37
Paradise Village / Sonoma


↑↓THANKS AND NO THANKS

I would like to thank fellow windsurfer Steve Yong and the singlehanded skipper of *Daffodil* for their time and trouble in assisting me on a Sunday afternoon earlier this summer. After a sail around Angel Island and out the Gate, I took several 'precautionary' falls while sailing downwind in overpowered conditions while returning to the beach at the St. Francis YC. At about 4 pm, while water-starting off Fort Point, I heard yelling and looked up just in time to push myself aside from the bow of a sailboat charging downwind. After a tumble in the bow wave and a glancing impact with the hull, I surfaced to see at least two crewmembers watching me recede in their wake. As I sat on my board, I wondered how long it would take them to round up and beat back to my location. Apparently, it took them a very long time. Or maybe they figured they didn't need to bother, as I probably couldn't read the name on their transom — which turned out to be correct.

I was unhurt and my board was fine — but my mast was in three pieces. After 21 years of windsurfing this busy stretch of water, I consider myself lucky that this was my first incident, and that the loss was only financial. I don't fault the skipper of the sailboat for not seeing me in time, but if they don't know how to sail upwind, how did they get out the Gate in the first place?

John Richards
Latitude Reader of 20 Years
Palo Alto

John — No matter if someone is operating a car or a boat, there's no excuse for a hit and run. Given your version of the incident, the only possible explanation we can think of for the skipper's behavior is that the wind was so strong — you, a



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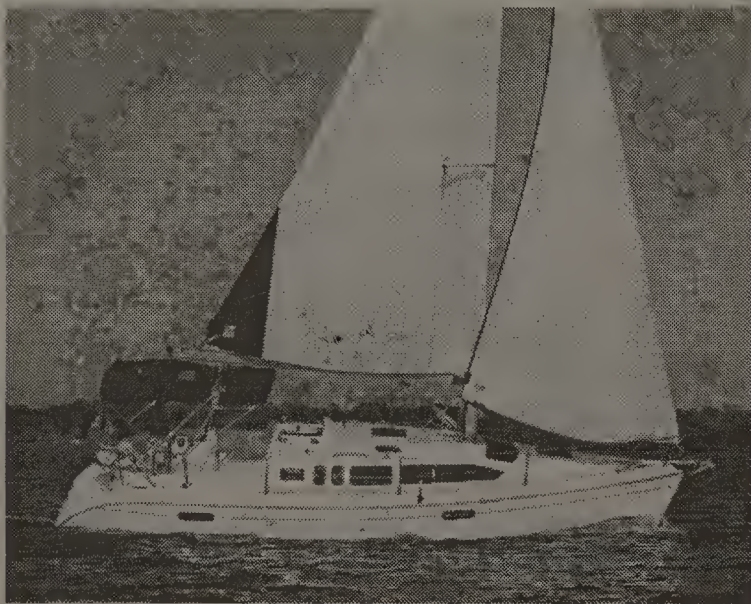
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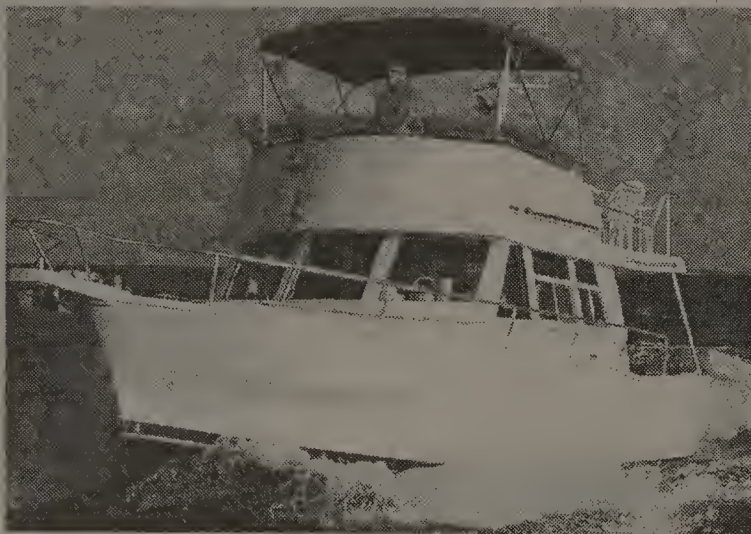
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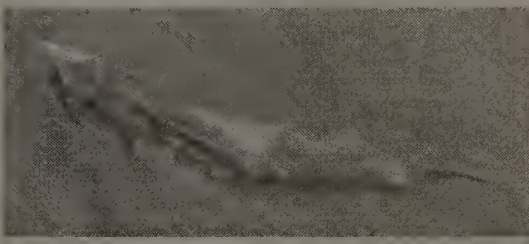
two decade vet admit that you were overpowered — that he didn't feel capable of safely heading back, and that he saw other vessels coming to your rescue. It would still strike us as pretty lame, and in any event we hope he/she alerted the Coast Guard.

A few sailors seem to have a problem with boardsailors zipping around. Not us. We think it's a big Bay, and that with just the slightest cooperation on the part of everyone, there's plenty of room for sailboats, outrigger canoes, kayaks, swimmers, sailboards, dinghies, fishing boats and big ships. We love you all.

ANIMAL PROBLEMS ON BOATS IN THE STATES, TOO

My wife Jane woke up at 1:30 a.m. and said, "Did you hear that?"

I had heard something, so I put on my smoking jacket and went into the salon to investigate. I turned on the salon lights and there it was — a raccoon sitting on top of the lampshade! It jumped — and so did I! Jane stood by the door ready to scream. I wasn't sure what to do, so I called the Ventura Harbor Patrol. They explained the situation was out of their jurisdiction.



Rodent overboard!

So I went down the dock to wake up Lisa and Greg Collier on *Panacea*. I needed their dock card so I could wake up the only guy I knew who could get the varmint out of our boat: Monty the rigger. Monty said he'd been in Ventura Harbor for 14 years but had never seen anything like it. He went and got a fish (raccoon) net from storage, and we returned to the boat. Between Monty, Greg and Lisa Collier, Jane, myself, a boat hook, a line, and a fish net, we finally managed to get Mr. Raccoon off the boat.

Chris Lloyd
Spectras, 41-ft cat
San Francisco

Chris — As the *Wanderer* was raising the sail aboard *Profligate* on August 11, a mouse/rat tumbled out of the folds of the main! He hadn't been there two days before. After scampering around the cabin top in a total panic, the rat jumped four feet down to the deck, then made a flying leap overboard. When the *Wanderer* looked over the side, he was touched by the sight of the varmint valiantly swimming for survival in the icy waters of the Bay. Hoping to score some big 'karma points', the *Wanderer* initiated perhaps the world's first 'rat overboard' rescue. Once the rat was recovered, Peter Costello of Santa Cruz used two plastic buckets and some duct tape to create a 'varmint jail' on the cat's back porch. But sometime during the course of the afternoon sail, the little bugger miraculously escaped! He was last seen scampering around the porch, and is believed to have jumped overboard again.

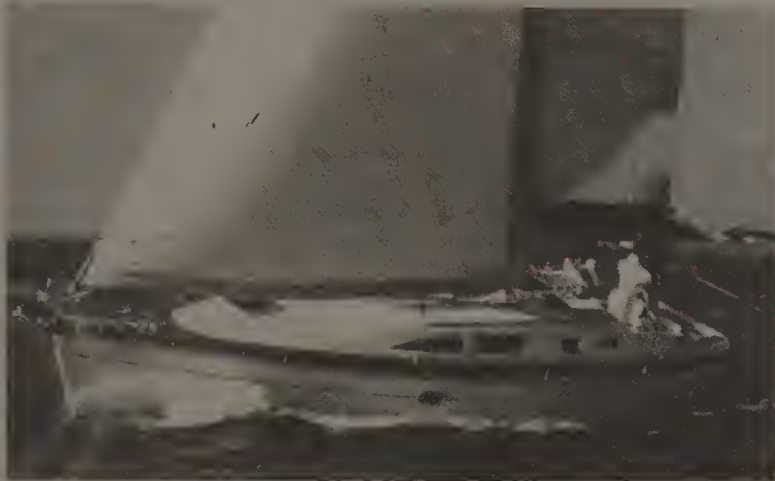
10-YEAR EASTABOUT CIRCUMNAVIGATION

The other day we saw our first *Latitude* in a long time — because we just returned from a 10-year circumnavigation. We saw a note about West Coast circumnavigators, and since we qualify, here are some details:

We sailed under the Golden Gate from Alameda in April 1991 aboard *Sanctuary*, our 1975 *Valiant 40*. Instead of im-

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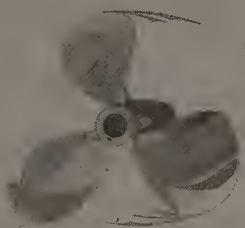


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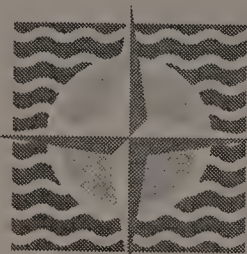
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mediately heading south, we turned right and spent from April until September going north. We slowly made our way to Desolation Sound, where we decided we didn't want to winter in British Columbia, so we headed south and celebrated Christmas of '91 in Turtle Bay, Baja. From then on, one thing led to another, and our 'east about' route eventually included all of Central America, the Panama Canal, San Blas Islands, Columbia, up to the Yucatan, Texas, Florida, across the Atlantic to the Azores, and then on to Ireland. From there, we followed a winding path into the Med, parts of Europe and North Africa, the Middle East, down the Red Sea, over to Southeast Asia via India, then back to the USA from Japan via the Aleutians. We spent the winter of 2000 at Yakutat, Alaska, and sailed down the Inside Passage this spring.

Having sailed to 40 countries, we crossed our track at Lund, British Columbia, completing the circle on June 29. It was 10 years and two months after we'd set out. *Sanctuary* is now in Shilshole Marina, Seattle. We are thankful to have had this adventure/cruise/voyage of a lifetime.

Jim and Lyn Foley
Sanctuary, Valiant 40
Seattle

↑↓NOTHING HAPPENED

Thanks for your June *Sightings* on the new Jack London Aquatic Center on the Oakland Estuary. The JLAC is a non-profit organization that had put together the funding and construction of the facility. It took over eight years. The center was funded by individual and corporate donors, the Port of Oakland, City of Oakland, the Waterfront Hotel, with BCDC, and the California Department of Boating and Waterways.

After our grand opening last October, the Oakland Department of Parks & Recreation — much to our surprise — attempted to take over the programs and operations. They have failed to make anything happen in the last nine months, and we expect to regain control of the center by October. At that point, we will have another grand opening.

Franz Steiner, AIA
Sr. Vice President
Oakland

Franz — We wish you luck, as government agencies have a sketchy record when it comes to operating boating facilities. In Hawaii, for example, the private Waikiki YC believes it can put in 150 brand new berths in five months at a cost of \$1,000,000. The state of Hawaii figures it would cost them \$14 million just to upgrade the 600 inferior docks at the Ala Wai.

↑↓SAN DIEGO DOCKS

A few months ago you incorrectly reported the fees for berthing at the San Diego Bay Harbor Police Visitor's Dock. As of over a year ago, the fees were doubled to \$10/day for the first five days, and \$20/day for the second five. According to a source who works at the docks, the fee was only going to be increased to \$7.50 and \$15, but they thought that it would be too much of a hassle making change.

Your survey also failed to mention the California Marina in Chula Vista. In my opinion, it's a nice and friendly marina with an accommodating staff, and a little less expensive than some other places.

Tom Emery
Hillary Brooke
San Diego

Tom — You're absolutely right, the Harbor Patrol doubled

Come Cruise With Us!

For the umpteenth thousandth time you drive across a bridge on a sunny day, gaze at the boats on the water and promise yourself this is the year you're going to get out on the water! But how? Rushing out to buy a boat seems a bit impetuous when you don't even know if you're going to like it. Lessons might be a good first step, but then what? A good club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

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We offer instruction through the Bareboat Charter Certificate level on our fleet of Mainship Trawlers so you'll be ready not only for San Francisco Bay or a crossing to Catalina, but for a vacation charter to the San Juans or the Caribbean.

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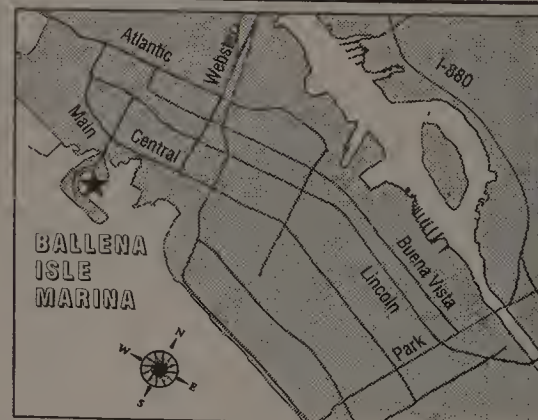
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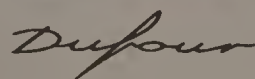
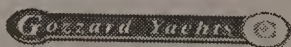
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Photo: Nao Kumagai



St. Francis Perpetual Trophy
Americap II - Class A

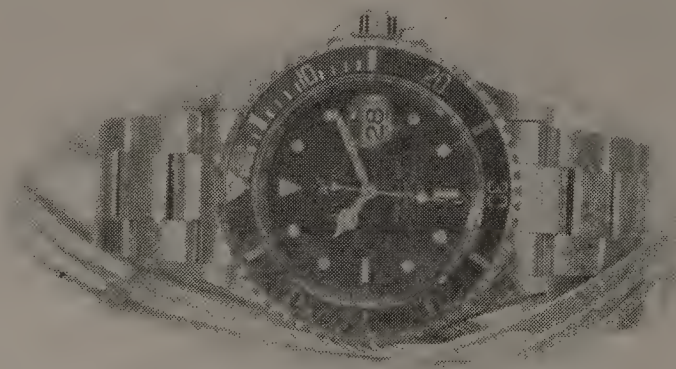
City of San Francisco Trophy
Americap II - Class B

Atlantic Perpetual
Americap II - Class C


Keefe-Kilborn Memorial Trophy
Farr 40 Class

Richard Rheem Perpetual Trophy
J/105 Class

The 38th annual St. Francis Perpetual Trophy Regatta will feature a national field, including top 73-75 foot turbosleds just returned to the mainland from the TransPacific Race. *Pegasus* was the first finisher at Diamond Head, but *Pyewacket* still holds the record. How will they match up around the buoys on windy, tide-ridden San Francisco Bay, with *Vicki* and *Chance* in the mix? It's a flood tide this year, so there promises to be plenty of windward work.

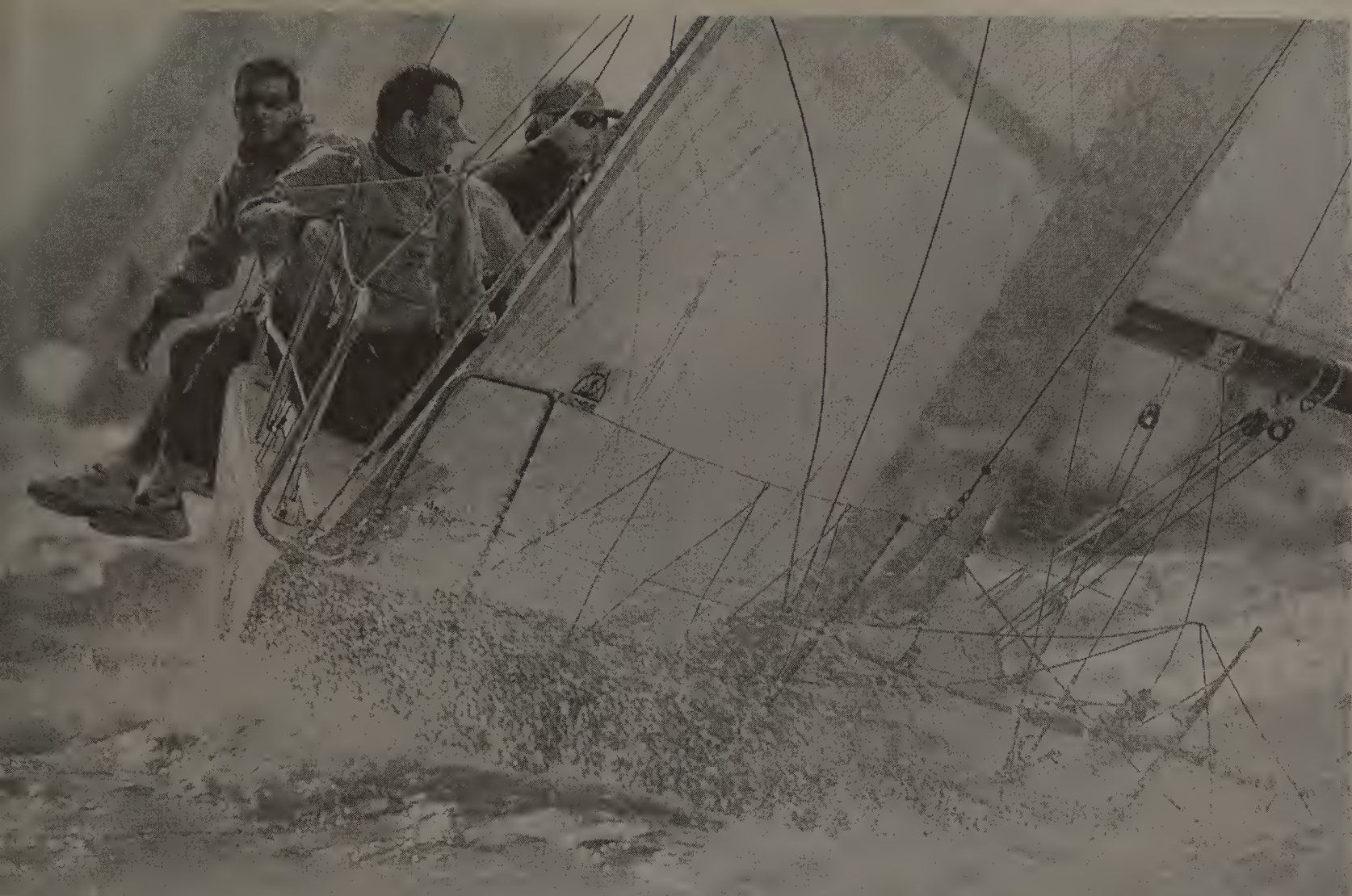


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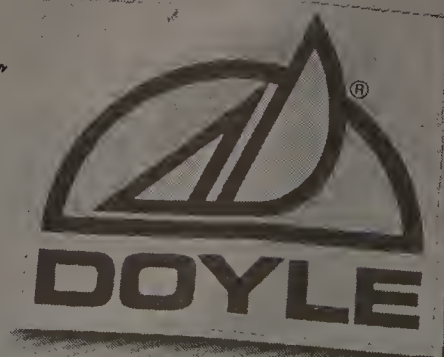
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LETTERS

the prices for the Visitor's Dock last year. What fooled us is that as of August 15, they still had the old prices posted on their otherwise excellent website.

THANKS TO PEPE AND SUE

I would like to acknowledge the kind words written about me by Scott of *Ebby* that appeared in the June 11 *Electronic Latitude* with regard to May's Sea of Cortez Sailing Week. I would also like to acknowledge that much of the credit for the fun-filled event belongs to Pepe and Sue of *Melissa*, who did the immense amount of organizational work that was needed for the event to happen.

Pepe and Sue — veterans of many Sea of Cortez Sailing Weeks — fully expected to continue running the event at Partidaville, but had to bail after *Melissa* developed last-minute engine problems. I learned about this when it was announced over the VHF for all to hear that: 1) Pepe and Sue weren't going to be able to come out to the islands, and 2) that I was to be in charge of the event! Unexpected? You could have bowled me over with a feather.

But thanks to all of Pepe and Sue's preparations, the program for the week had been set, and chairpersons were already in place for each of the events. Folks pitched in to cover the few remaining gaps, and had a lot of fun in the process. Special thanks are also due Gary of *Ishi* for donating the use of his sound system, and for the gift of his special brand of gentle music. I'm not sure who owned them, but I also want to thank the owners of the three generators that appeared on the beach as if by magic to power the lights and sound system. I don't want to forget Scott of *Paradise Found Cafe*, who had secured the loan of tents and tables and chairs from *Tecate Beer*, and who kept the beer and drinks flowing. Dave of *Magic Carpet Ride* was the honcho for the on-site erection crew, which included Scott of *Ebby* and Mike of *Sea Goose* — and many others whose names I regret to admit I can't remember. The captain and crew of *Sequester* are also to be thanked for transporting the heavy stuff to the island.

There were a couple of humorous boo-boos during the Week. Tom of *La Casita* gave everyone information on the tides. But after pushing the wrong buttons on his depthsounder — and believing the results — found his boat aground the next morning. He accepted his mistake in good humor. And there were the skippers who learned about anchor security, when the howling winds of Wednesday night caused their boats to drag through the anchorage. The same wind picked up several tents on the beach and turned them upside down. The next day the beach was stormed by a second erection crew, who somehow got everything back up for that afternoon. Wow!

Thank you everyone, and thank you Pepe and Melissa.

Marilyn Bruner

Fantaseas, Morgan 462

La Paz

Marilyn — Our apologies for not running your letter when you sent it, as the first copy disappeared into cyberspace. We'd still love to know the basics of Sea of Cortez Sailing Week. How many boats, what activities, who won if there was any sailboat racing — that kind of thing. We're told something had been posted at www.clubcruceros.com, but we haven't even been able to pull the site up.

QUESTION ON THE TRANSPAC

I don't want to be a wet blanket, but I'm curious how *Two Guys On The Edge* could have won their division in the

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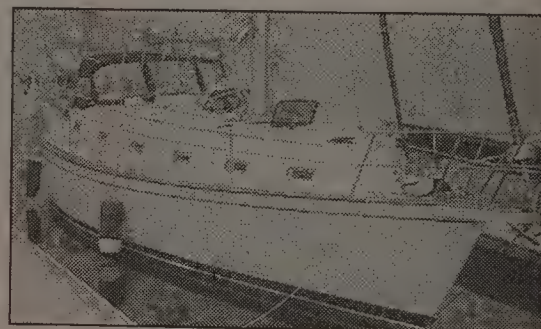
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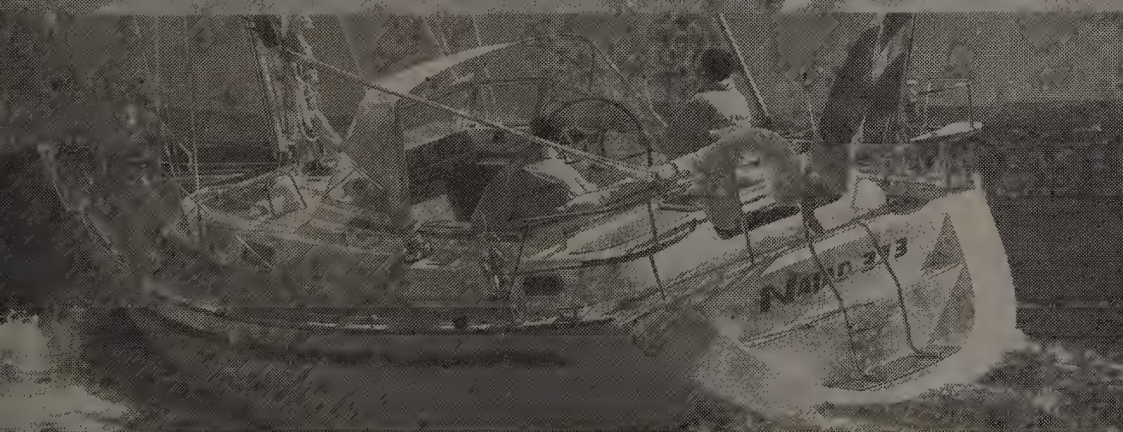
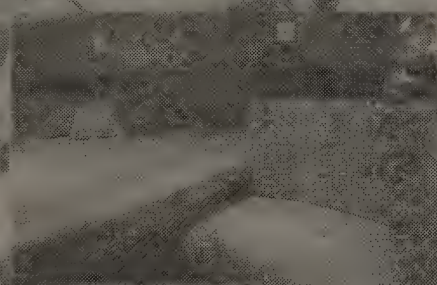
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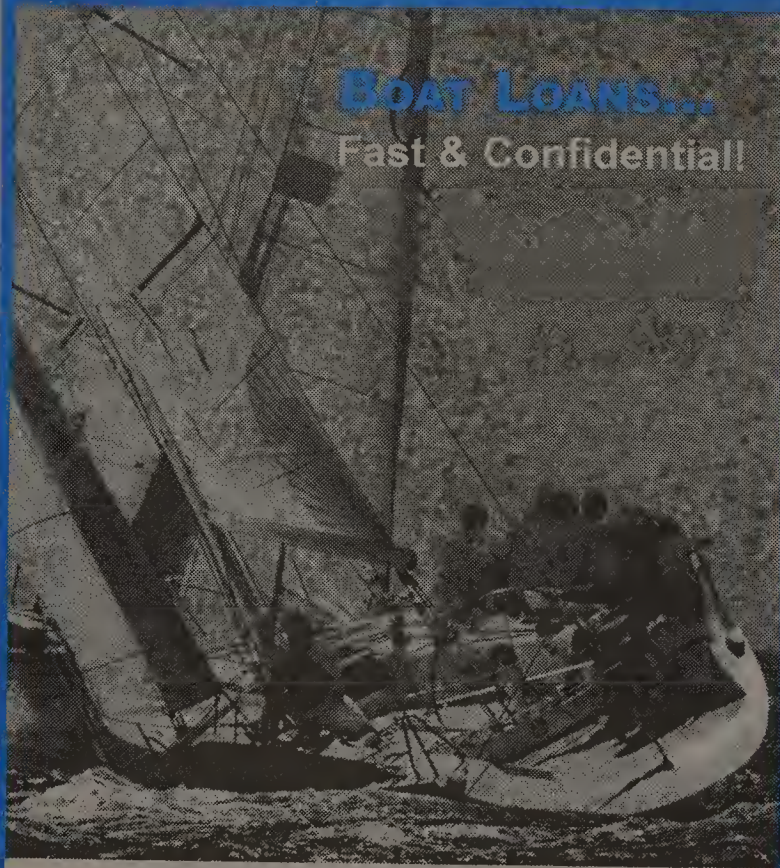
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LETTERS

TransPac when they received outside assistance — Bay Wolf's headfoil — after the preparatory signal? Maybe I've got my facts wrong, but isn't there some kind of penalty? If so, it wasn't reflected in the results.

It vaguely reminds me of a TransPac more than 20 years ago, when one of the boats floated some water jugs over to another boat. Mark Spitz, the great Olympic swimmer, was nearby on his own boat and wasn't sure what to think. That is until one of the crewmembers on the boat receiving the water made a religious slur about the name of Spitz's boat over the VHF — not realizing that Spitz was listening.

When Spitz arrived in Honolulu, he reported the goings on to the TransPac Committee. The Committee dispatched Ben Mitchell to the boat that had received the water and whose crew had uttered the slur. Mitchell told the skipper that it would be in his best interest, as well as that of the TransPac, if he dropped out before he was disqualified. He withdrew. But whether it was because of the outside assistance or the name calling is something that seems to have been forgotten in the long and colorful history of the TransPac.

Name Withheld By Request
California

N.W.B.R. — Latitude's Racing Editor had the same question, and was told that if nobody protested the boat — and nobody did — it was a non-issue. Technically, that doesn't seem right to us — but we can think of several reasons why Two Guys might not have been chunked. First, despite losing time while accepting the 'outside assistance', Two Guys nonetheless beat the second and third place boats by huge margins. Second, the TransPac had already bent their rules a little — accomodating late entries and such — so this wasn't really that different.

⇅WHICH CREDIT CARD?

Years ago, we decided to have just one credit card. We chose American Express because we had heard that it was the best one for abroad. Of course, we see numerous Visa ads trying to convince us otherwise. In the opinion of your readers, is any one card more universally accepted than others? We're talking about places such as Europe, Asia and Australia.

Margaret Weller and Conrad Hodson
Cyberspace

Margaret & Conrad — While waiting for readers to respond, we'll give you our two-cent's worth. We'd put Visa in first place, because during our travels we've never found a place that took credit cards that didn't take Visa. We'd put MasterCard in second, because some European businesses only accept European MasterCards and not American ones. If you read this month's Changes, you'll also discover that MasterCard is not as widely accepted as Visa in Central America. While there are certain advantages to American Express cards — platinum holders are potentially eligible for free flights home if they become ill — they aren't accepted at many places that do accept Visa and MasterCard. Therefore, they'd be a distant third in our book.

Our two nieces just returned from three months in Asia and Indonesia, and report that there were ATMs all over Thailand and Bali, but there are only four ATMs in all of North Viet Nam — none of which worked. They didn't see any ATMs in Laos or Cambodia, and didn't find any businesses that accepted credit cards. Of course, they were staying in places that charged just \$5 a night for four people, so they might not have been in

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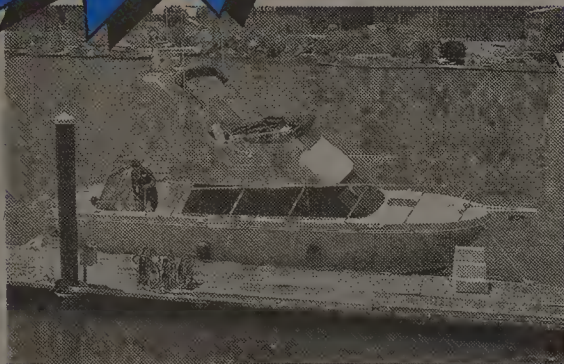
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LETTERS

the right places.

Keeping things simple is a good way to go, but we think just one credit card is too simple. We suggest having a primary credit card, but also a second that's only to be used if the primary is lost or stolen. It also goes without saying that you don't want to carry a high interest balance on any credit card.

↑↓60 CENTS A GALLON OFF ON FUEL

Last September, Tina Christine tried to give something back to the cruising fraternity by organizing a 'fuel-athon' for south-bound boats in San Diego. During the first day, over 30 boats took on more than 3,700 gallons of fuel — at approximately 60 cents/gallon below the 200 gallon rate.

If there is sufficient interest, I would like to do it again this year. I would likely extend the fueling period to two days and would like to be able to commit to over 5,000 gallons in the "tendering request". This will ensure the lowest possible pricing again this year. Last year, I provided all suppliers with the same parameters and asked them to submit their best price for diesel and gasoline/other miscellaneous products, and they all responded. I will be following the same procedure this year.

How can *Latitude 38* help? Let folks know that Tina Christine will organize a fuel-athon again this year. It will likely be on October 25, so all boats should arrive light on fuel and then listen on our hailing channel and to the Downwind Net in San Diego on 68 at 0830. It would also be nice if you could let the folks at the Ha-Ha know.

Folks who are interested can email me at tina-christine2000@yahoo.com.

Christopher Paton-Gay
SV Tina Christine
San Diego/Sidney, BC, Canada

Christopher — It sounds like a great idea, and the October 25 date would be good for Ha-Ha boats that will be leaving San Diego on October 30. We'll show up with empty tanks and a camera.

↑↓MULTIHULL CIRCUMNAVIGATIONS

I missed *Latitude*'s earlier request for information on West Coast circumnavigators. I've got two.

First, Mike Kane of Newport Beach, did a circumnavigation from '68 to '69 aboard his 45-foot Piver.

Second, my wife Meta and I, along with our partner Dennis Fontany did a circumnavigation from '64 to '66 aboard *Cetacean*, a 32.5 Piver Herald trimaran that we built in Port Hueneme from '64 to '66. We left Marina del Rey in '67 and made stops at Mexico, the Marquesas, Cooks, American Samoa, Western Samoa, Fiji, what's now Vanuatu, what's now Irian Gaya, what's now Indonesia, Christmas Island, Cocos-Keeling, the Seychelles, what's now Mozambique, South Africa, St. Helena, Panama, Costa Rica, and the Galapagos. We arrived back in the Channel Islands in June of '70.

Clark Barthol
Marine Surveyor
Marina del Rey

Clark — Thanks for the information. Since Mike Kane was arguably the first to have done a circumnavigation with a multihull, you folks can't have been too much further down the line. Your letter will also give heart to folks interested in ocean passages in relatively small multihulls — no matter what we've said.



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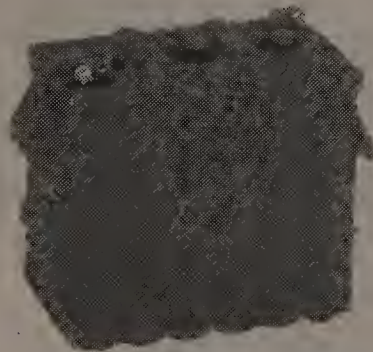
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LETTERS

POLICE AND GUNS

It's 0315, and I've just finished both my dinner and the last *Latitude*. Excellent! I was also given new hope, thanks to your mention that Stephen Faustina, formerly a police officer for the city of Oakland, has broken free and is sailing around the world. Reading about him means that when I retire in 16 months — after being a detective in Southern California for 22 years — we too will take off for the South Pacific and the world aboard *Tricia Too*, our Peterson 46.

But I have a question: How do other ex-police officers who are now out cruising feel about carrying guns? Having carried a weapon for all of my working life, and having always kept a weapon on our boat, I would like to hear their viewpoints on the question of cruising with or without a firearm, declared or not. I'd also like to know if, when dealing with other countries, they identify themselves as retired law enforcement officers.

As I finish this, I return to our cold sewer, to stand in sewer sludge up to my knees, as we continue to stake out a house we felt was going to have a big drug transaction. As yet, it hasn't occurred. What a glamorous life!

Loren Simpson
Long Beach

Loren — We have a feature article on Faustina in this issue, and didn't neglect to ask him whether he cruises with weapons.

BEWARE OF RELIANCE ON GPS

I disagree with *Latitude* and think that offshore sailors should know celestial navigation and that carrying a sextant should be mandatory cruising equipment. My belief is based on 35 years of experience in national security-related positions, a third of them with the CIA, the rest in the 'military-industrial complex'.

Most cruisers like to consider themselves citizens of the world, free spirits, and non-political. Unfortunately, when you're depending on government-provided and maintained equipment — such as GPS satellites and wireless communications systems — you also assume the same risks and vulnerabilities as our government. The days of the Cold War may have ended, but there are still more than 40 countries that would like to see the American way of life come to an end. You just need to read the papers to realize how volatile the world remains.

The next wars or conflicts will be for information superiority and exploitation of technology, so the new battlefields will be for information. As such, do you think that during such crises — which are sure to happen — that the U.S. government will continue transmitting GPS information that can be used by its enemies? Even if they do, don't you think anti-U.S. terrorist organizations and unfriendly countries will jam, hack or destroy these communications and GPS satellites in order to disrupt our information capabilities? Do not underestimate the capabilities these groups have. It's not just GPS satellites that will be in jeopardy, but practically any wireless communications device or system.

Being a realist, I would not go offshore depending on any electronic device for my safety or for the safety of my crew — particularly those devices controlled by the government. I will also always have a back-up system available. In this case, it would be a sextant and the skills to use it. I hope I'm wrong and that peaceful solutions can be found for all our country's conflicts, and that our communications and GPS satellites will keep on humming. Unfortunately, I believe history will

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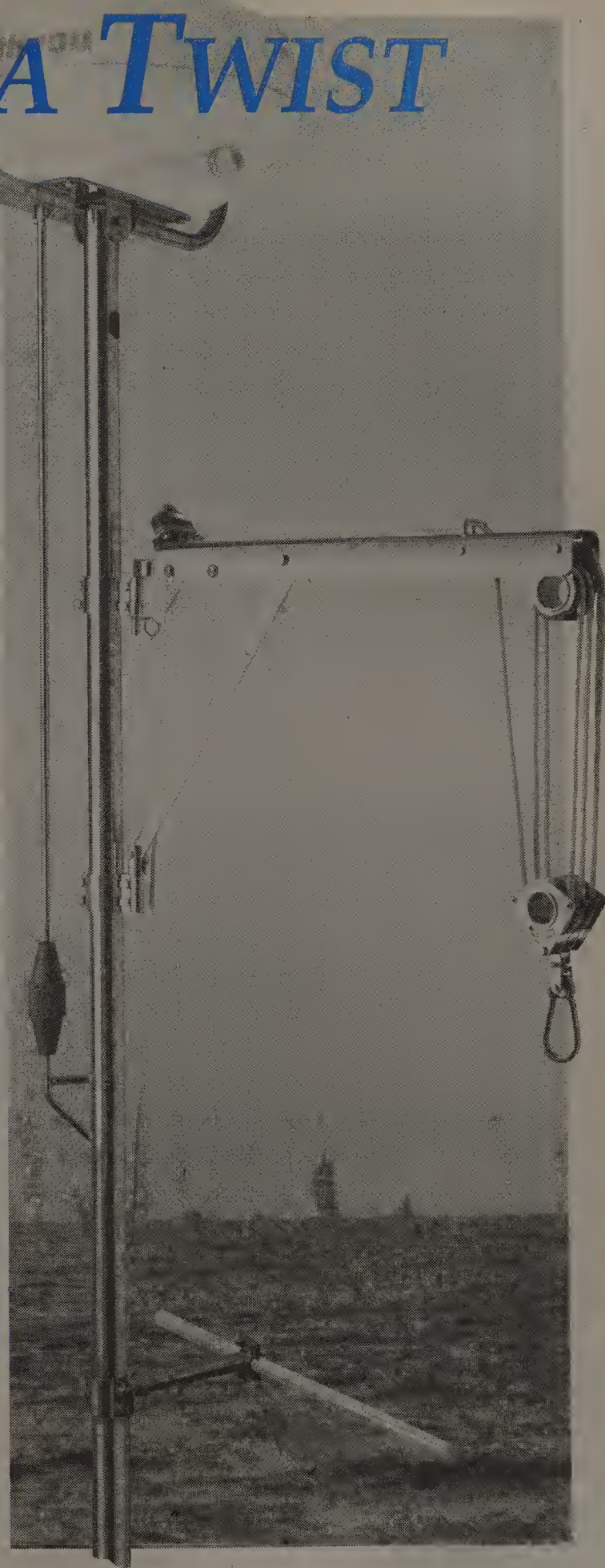
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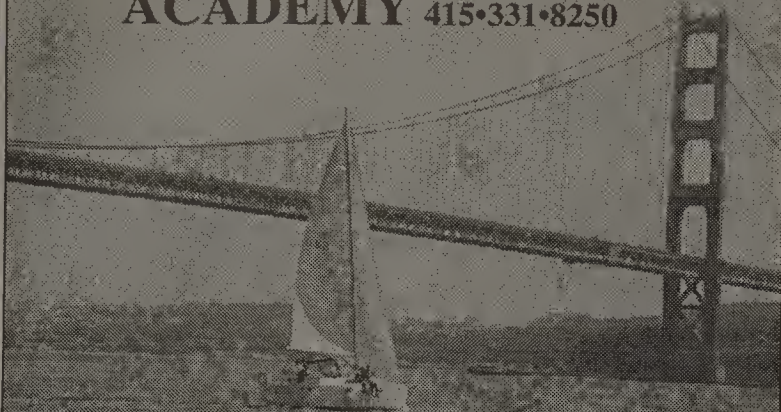
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LETTERS

prove that I'm right.

Randy Hasness
Wauquiez 33

Randy — There's certainly nothing wrong with knowing celestial navigation and having a sextant aboard, but it makes us wonder if you keep a stable of horses in case OPEC turns off the oil spigot and renders your car useless. Both are possibilities, of course, but how likely are they? And how good a substitute is a sextant for GPS?

We think the possibility of GPS being turned off or knocked out is relatively slight. But even if it were knocked out, it's hardly the end of the world. In fact, how is it going to be any different than if a mariner with a sextant and celestial skills was faced with cloudy skies or fog? If you're playing percentages, it's thousands of times more probable that the 'sextant system' will be knocked out rather than the GPS system.

And as is the case when a celestial navigator is faced with overcast skies, the lack of GPS shouldn't leave even a novice navigator helpless. We took our Freya 39 to Mexico four times and relied entirely on plotting our speed and course every half hour — the old time dead-reckoning. We never had a problem. When we sailed Big O from Antigua to Venezuela, and then later to Trinidad, it was also done by DR — although we used our radar and depthsounder to confirm our positions.

One of the potentially most dangerous landfalls we've ever made was at the end of a 1,000-mile downwind passage from Antigua to the low-lying San Blas Islands of Panama. Had our GPS gone out, we would have relied on dead-reckoning until it was daylight and clear before approaching those perilous reefs. Which is exactly the same thing a celestial navigator would have had to do in the same situation, because as usual, it was raining like crazy and there were no stars to shoot.

Sure, we can imagine some situations in which the knowledge of celestial navigation would be helpful — but not many. And in any event, it wouldn't guarantee there are clear skies. We don't think it's silly to carry a sextant, but we don't think it should be mandatory.

↑↓NEVER NEED MORE THAN FOUR VOLUMES

I was amazed there was no response in your July issue as to the need of never needing more than four volumes of the Nautical Almanac for celestial navigation. The subject is exhausted in Hewitt Schlereth's, *The Cruising Navigator*, 4v., published by Seven Seas Press in 1983 (ISBN 0-915160-54-4). I doubt that many owners of this set want to sell them, but perhaps their heirs will put them on the market.

'Alaska Dave' Chamberlin
No Tie
Alameda

↑↓TRYING TO WEAN MYSELF FROM GPS

I've acquired an EBBCO sextant in good physical condition with case and owner's manual. However, the sun filters are shot as the filtering material is flaking off. The manual says that spares can be ordered from East Berks Boat Co Wargrave, Berkshire, England. But all I can find in East Berks is a wedding service — which is something I don't need. Any help in getting replacement filters would be appreciated. I'm trying to wean myself from my GPS.

Mike
West Coast

Mike — EBBCO is still in business and makes two models of sextants. You can contact them at 0491-573390. They are

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LETTERS

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Your desire to "wean yourself from GPS" reminds us of when Larry Rodamer and Betty Ann Moore — Latitude's 'Innocents Aboard' — didn't want to take a VHF when they went cruising aboard Robin Graham's old Allied 33 Dove in the early '80s. The couple explained that not having a VHF would make their cruising experience "purer". That lasted all the way to Cabo San Lucas, and only that long because there is no place to buy a VHF between Ensenada and Cabo. We'll be interested to hear how your weaning goes.

↑↑DIDN'T THEY HAVE A CHART

It was with interest that I read the July article about the loss of *Roam* — which was apparently driven ashore on autopilot by mistake — because I try to learn from how others react to adverse situations. But when I came to the end of the story, I was shocked to read that the owner of the boat stated that if he could change things, he would have had a "\$200 plotter" aboard. What about an up-to-date paper chart? Or dividers or parallel rules? It seems as though the use of electronics has skewed our thinking. Blackouts don't only happen on shore, they can happen aboard a boat, too. What good would all the electronic gadgetry be worth then?

A few months ago, I read another *Sightings* about a family bringing their boat south along the coast from the Pacific Northwest. That's quite an undertaking. During that trip they had some problems and needed to take shelter in one of the small inlets along the coast, so they called the Coast Guard for the waypoint coordinates of the inlet closest to them. They stated in the article that they informed the Coast Guard they weren't in trouble, but just needed the GPS coordinates. Didn't they have a chart? Didn't they know how to plot a simple course? Didn't they know how to determine the coordinates from the chart?

I'm bothered more and more by all these people who load up their boats with all the latest electronic gadgetry, yet don't seem to know the basics of navigation. I don't worry so much about the danger they put themselves in, but the danger they put their rescuers in.

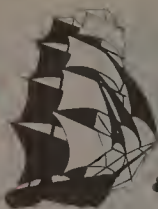
Steve Hersey
SeaScape
San Diego

Steve — While we would feel comfortable going cruising offshore without a sextant, we'd never like to go anywhere without a set of paper charts. One black night we had to charge through the coastal waters of Costa Rica without the proper charts in order to get our daughter to a hospital, and it made an already tense situation doubly so.

There is a good reason, however, for requesting the GPS coordinates of a place as opposed to just taking them off a chart. Very simply, the charts aren't as accurate — there are many points along the coast that are mischarted by a half mile or more — as GPS coordinates provided by someone who has really been there with a GPS. This is why almost all the new cruising guides have chartlets complete with at least one GPS reference point, and long lists of GPS positions for waypoints or most popular anchorages. As the crew of *Roam* learned, you can't use these blindly, because there may be land or a reef in a direct line to the waypoint. But GPS coordinates are a legitimate aid to navigation.

↑↑BOATS FOR TALL PEOPLE

I'm a rather tall fellow who is having trouble finding a boat that has adequate headroom. I'm not looking for much, just



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LETTERS

something under 40 feet that has more than 6'5" of headroom — and sleeping room. I didn't think this would be so difficult, but it seems like boats are only designed for short people. Can you point me in the direction of something of the monohull variety?

Brian Mitchell
Cyberspace

Brian — If you're primarily looking for headroom, see if the Columbia 34 MK II or the Columbia 39 suit your needs. They don't cost a lot, and if we remember correctly, even the cavernous 34 has nearly seven feet of headroom. Some folks might scoff at the quality of some of the Columbias of that era — and we'd sure want a careful survey — but Roy Wessbecher did a circumnavigation with his 34, taking a long series of women crew and spending an average of \$15 a day. See the September 2000 *Latitude* for the whole story.

Anybody else have any boat suggestions for 'tall boys'?

⚡PACIFIC CUP

Are you able to advise me as to how I might get hold of the organizers of the West Marine Pacific Cup? I am hoping to bring a yacht up from Australia to compete.

Aaron Goldwater
Planet Earth

Aaron — You can get all the information you need on next July's race from San Francisco to Oahu by visiting www.pacificcup.org. If you're going to sign up, don't procrastinate, as historically it has sold out. As of August 20 there are 27 paid entries. For the complete list see this month's Racing Sheet.

⚡BEWARE OF THE DANA POINT FUZZ!

I have a warning for anyone making a call on the Dana Point Harbor — Beware of the fuzz!

Sailing home from early July's Marina del Rey to San Diego Race, we pulled into Dana Point at about 10:30 p.m. on July 2. It was my first visit to this harbor. I was used to raising the Harbormaster on Channel 9 — as you do in Catalina — and tried without success. I didn't think to try on Channel 16, which was my error. In any event, we searched for the Harbor Patrol boat, but having experienced engine trouble during the evening, headed for the first available end-tie in the main channel instead of dropping the hook. I didn't want to be stuck at anchor in the morning if I couldn't get the engine started. After looking around for some authorities ashore, we called the local Sheriff's Department, but there was just a machine.

A half hour later we returned to the end-tie — to find my boat was gone! It turns out that a Sheriff's patrol boat had towed it to impound at their base. Fortunately, somebody at a nearby dock advised us of what happened and gave us directions to the Sheriff's station.

There was a deputy on duty who only looked grandfatherly, as he treated us as though we intended to stiff the county of their income. He was not sympathetic or interested in our plight, and was neither courteous nor helpful. In fact, he was the most abusive and rude officer I've ever encountered. Fortunately, a younger deputy who was also on duty said we could spend what was left of the night aboard the boat. But there was no chance we could sneak away, as they'd chained the boat to the dock.

The following morning we pleaded our case to the Sergeant, but didn't fare any better. He had no sympathy for our

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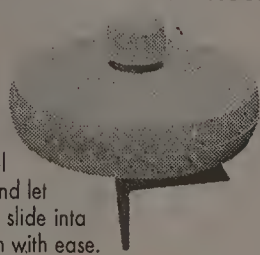
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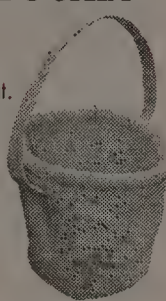
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LETTERS

situation, and said the boat would only be released after we paid for towing, dockage, penalty — and whatever other fees they could think of. It all came to \$73.90. Once we got the boat back, we headed over to the gas dock where we met John, the owner. He was the best thing to happen to us at Dana Point. He courteously and efficiently drained the fuel and cleaned the algae out of the tank, cleaned and replaced the fuel filters, and apologized for the treatment we had been subjected to. If there is some way I could use John's services again without having to stop at Dana Point, I sure would. But upon leaving, I deleted Dana Point from the list of waypoints on my GPS.

Per Curtiss
Leading Lady, Cal 31
Marina del Rey

Per — We had a long and pleasant talk with Captain Marty Kasules, who is head of the Sheriff's Harbor Patrol for Orange County — which means he's the head honcho for both Newport Beach and Dana Point. He told us that according to the officers' report, they searched for you for 25 minutes after spotting your boat at the pump-out station dock, and when they couldn't find you decided to tow and chain your boat.

We informed Capt. Kasules that we thought his officers were far too quick to pull the trigger on towing your boat. After all, it was late at night, nobody was being denied access to their berth, and no channels were being blocked. What was the rush? He explained that it was the end of a shift, and that officers don't like to leave work undone for the start of the next shift. Nonetheless, he readily admitted that the situation could have been handled better, and that it's bothered him that a Dana Point visitor had such an unpleasant experience. He said he wanted to refund your money, but it would have cost a small fortune to get it through the bureaucracy.

We then moved on to a more general conversation about his areas of command. Capt Kasules told us with great pride that his Newport Beach crew has always enjoyed an excellent relationship with mariners — see this month's article on Newport Beach for a specific example — and that there have been many instances in which they have happily gone far beyond the call of duty to assist mariners. He says that while the average officer at Dana Point isn't quite as savvy as the best officers in Newport Beach, they often go beyond their areas of jurisdiction to provide assistance.

Capt. Kasules nonetheless admitted that Dana Point has a long history of less than ideal relations with mariners. Some of it, he suggested, stemmed from the fact that some of the former officers who had been assigned to the Harbor Police knew and cared little about boats. This, of course, is a familiar problem along much of the California coast. Despite your incident, Kasules is convinced that there's been a new attitude for the last three years or so, and he's committed to improving relations even further. His goal is for Dana Point to enjoy the same boater-friendly reputation as Newport Beach.

"I'm a boating advocate," Capt Kasules continued. "In the next few months, there will be a lot of boats coming down the coast for the Ha-Ha and to cruise Mexico, and I've been trying to come up with some ideas how we and maybe some of the local businesses can put out the welcome mat. We want south-bound cruisers to stop and enjoy themselves at both Newport Beach and Dana Point. Since it's crowded in a lot of places in Southern California, we want all mariners to know that we've always got a slip or mooring in Newport Beach. In fact, we've never had to turn anyone away, not even right before the start of the Newport to Ensenada Race. We also have 48 guest slips

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Margarita Party / Costa Marinera Restaurant
Thanksgiving Day

December

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Health Day / Millenium Torre and Medcar
B.B.Q. Party / Dario's Restaurant
Mexican Posada and The Spirit of Christmas
Christmas Boat Lighting Contest
Christmas Day / Dinner and Music Party
New year's Eve / Dinner and Music Party

January

Cruiser to El Quelite
Chili Cook - Off
Super Bowl Sunday
Three Kings Day - Poor Children Help
Cruiser's Tours to Copala and Concordia

February

Cruiser's Tours to Merchant Marine Academy
Carnival week

March

Spring Margarita Party - El Patio Restaurant

April

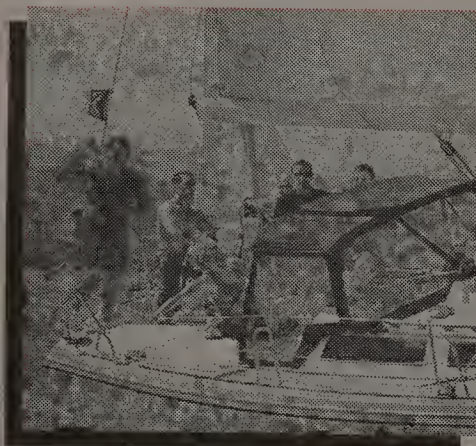
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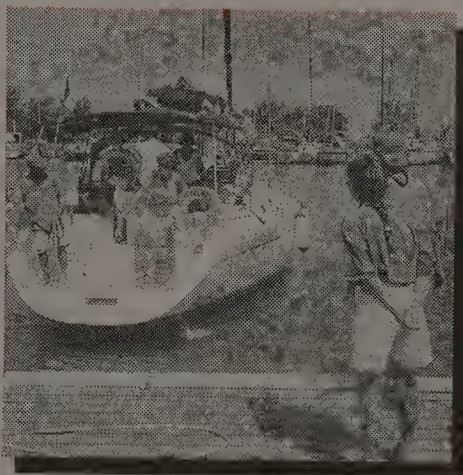
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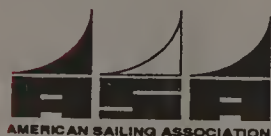
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LETTERS

at Dana Point. These are often taken during the summer, but frequently during the fall there are openings. We have good prices, too. It's about \$14 a night for a 34-footer, and boats can stay for 10 days. Don't tell anybody, but if there are lots of open slips, we might be able to work out a little longer stay. Furthermore, if anyone has any problems at either Newport Beach or Dana Point, I want them to know they can reach me at (949) 673-1025 or by email at mkasules@ocsd.org. And even if they don't have a problem, I'd like it if they stopped by my office in Newport and just said 'hello'."

We're convinced that Capt. Kasules — it's pronounced like 'castles' — is sincere and really does want mariners to have the best possible experience at Dana Point as well as Newport Beach. We'd program Dana Point back into your GPS and give it another chance.

↑↓C-MAP RENTALS

I've recently installed a Raytheon CRC-RL80 radar/chart plotter, and in the near future am planning a passage from Vancouver to Mexico. So I want a C-map cartridge for that area. However, since I don't plan to return on this route for the foreseeable future, it doesn't make sense to purchase such an expensive cartridge for just that trip. Can I rent the cartridges?

Ken Ross
West Coast

Ken — It sounds like a great idea, but we're not aware of anyone who does it right now.

↑↓STORING A BOAT ON THE EAST COAST

Reader Rick Daniels asked for suggestions on where to leave his boat in storage on the East Coast. I've got a suggestion — but first a little history. After sailing my *Morgan Lynn* south from San Diego in the mid-'90s, I did the Mexican thing, the 'Forgotten Middle' of Central America, then transited the Canal in November of '96. I then continued on to Isla San Andreas, Honduras, Guatemala, Belize, and the Caribbean side of Mexico. Finally, I visited that great place where it's okay to go, just not okay to spend U.S. dollars. Finally, I continued on to the Gulf of Mexico side of Florida, mostly alone.

While on the Gulf Coast, I put *Morgan Lynn* on the hard at the Glades Boat Storage, which is about 35 miles up the Caloosahatchee River. It cost me \$12/day to have her in the work area, but I was able to sleep aboard and use everything but the head. They do, however, have very good toilet facilities. When I left my boat in the long term storage area — which was very secure — it was about \$3.50/ft per month, or about \$122. It was a good deal, and the trip up the river was good, too.

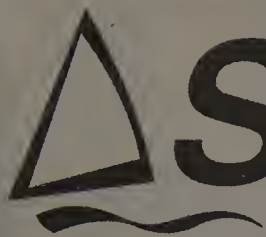
If anybody wants to know more, *Morgan Lynn* and I are up the Rio Dulce and can be emailed at mustangsam-iam@yahoo.com.

Sam Rohrer
Morgan Lynn
Rio Dulce, Guatemala

Readers' — The Caloosahatchee River flows west from Lake Okeechobee, Florida, and empties in the Gulf of Mexico near Fort Myers. Glades Boat Storage is — in east-west terms — in about the middle of Florida.

↑↓PLASTIC CLASSIC

A friend recently told me about the Plastic Classic, saying that it was a race for classic fiberglass boats that was to hap-



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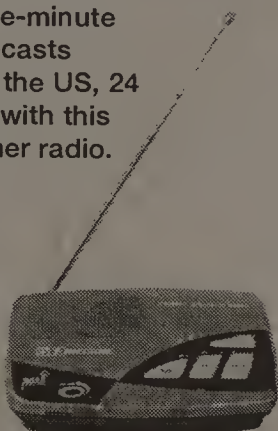
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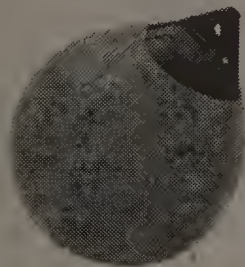
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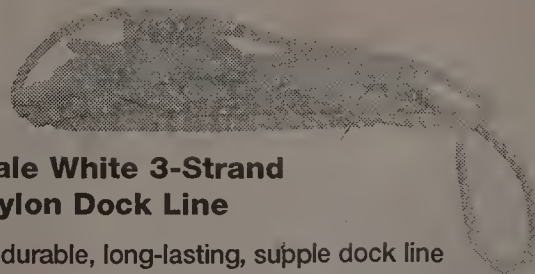
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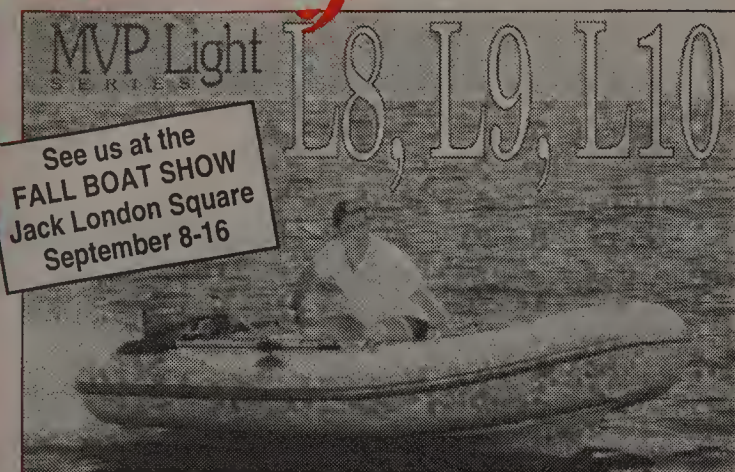
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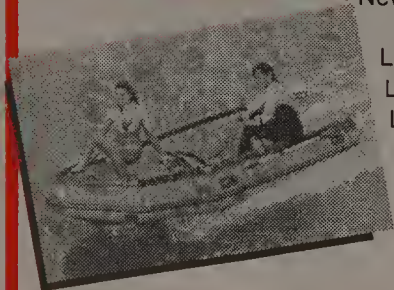


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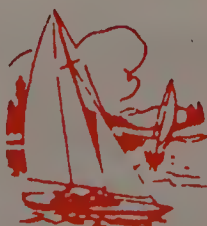
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LETTERS

pen sometime soon. But I haven't been able to find out any information about it. Does it exist? If so, when and where? Is this information right under my nose? I'm a great fan of *Latitude* — keep up the great work.

Bruce Baccei
San Francisco

Bruce — If you read the August issue, you'll discover it was indeed right under your nose. It was held in July and we had a big feature on it. There's always next year.

↑↓ RADIO WAVES

I'd like to call attention to a problem with the use of HF Marine/Ham radios in marinas and anchorages, particularly in Mexico. While there last winter, there were quite a few times during one of the HF-SSB nets that one or more boats close to us were transmitting on frequencies close to the net frequencies. These transmissions were undoubtedly interfering with every other boat in the marina/anchorage that was listening to the net.

The standard recommendation is to transmit at least 10KHz away from the net frequency. But in the case of boats in close proximity, 10KHz won't cut it. If you are only a few boat-lengths from another vessel, your transmissions will cause "fundamental overload" — which means that no matter if you are transmitting on a frequency significantly removed from the one they are listening on, interference will occur. It's the same thing that happens when you are listening to an AM radio in your car and drive past another station's antennas — while driving on 101 from San Mateo to Redwood City, for example.

It's common for people to get in touch with each other on the net and arrange to move up or down a few KHz to have a QSO (or 'conversation'). This practice works fine if you are not close to other boats, but if you are in a marina/anchorage beside another boat who is listening to the net, you will blow them out of the water — no matter what frequency you pick. And many times, moving to another band — from 4MHz to 12MHz, for instance — just isn't enough. The right thing to do is to wait until after the net. Besides, you might learn something if you stay and listen.

I have to admit that this became a problem for me, because even though I politely asked a couple of boats who were, day after day, destroying the reception for the Amigos Net, they'd simply come back the next day and do the same thing all over again at the same time. I'll give them the benefit of doubt and just say they must have been ignorant.

None of us is perfect, of course, and I'll admit to once inadvertently causing this type of interference myself. We had just arrived in mainland Mexico and didn't know all the net schedules. But while listening on the VHF, we heard a complaint and promptly stopped transmitting our HF radio email. My hope is that readers planning to cruise in Mexico this fall will be aware of the problem and take pains to learn the net schedules to avoid problems. It would be a good idea if everyone became aware of the net schedules, and monitored VHF 22 for any complaints while transmitting. Once again, this is only a concern in marinas or anchorages, and is not a problem when transmitting on the open sea.

I'd like to offer another suggestion. If anyone is going to use SailMail — and I'd be lost without it! — I recommend they set up an email account and use the 'POP' feature to transfer email from their SailMail account into the Internet account, so when an Internet cafe is available, they can get their email there as opposed to over the HF radio.

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LETTERS

With regard to HF email, cruisers can usually count on the nets being very active between 0630 and 1030. So it's best to avoid these times if you must transmit from an anchorage. When on mainland Mexico, I found that HF email worked very reliably early in the morning on the 7MHz band before the net times, and there was little competition. Late in the afternoon, the 13MHz band opens up, but there was often a lot of traffic.

There never seems to be a current list of the HAM/Marine HF-SSB nets. *Latitude* has the connections to find out if anything has changed, so is it possible for you to publish a current net schedule this fall as a service to cruisers?

Lastly, I've been collecting *Latitude 38* articles and dreaming about cruising Mexico for the last 20 years. I want to thank you folks for providing much of the inspiration that made our trip possible.

Doug Clark
Gypsy Soul, Morgan 462
Oyster Cove

Doug — Thanks for the kind words and informative tips.

Every entrant in the Ha-Ha is given a copy of *Latitude's* First-Timer's Guide to Mexico, which includes the times and frequencies of the most popular cruisers nets in Mexico. If someone wants to create a more comprehensive list, we'd be happy to publish it — as well as post it on 'Lectronic *Latitude* and on our website.

HELPING OTHERS

On June 29, I was on my boat in Cabo getting ready to head back to California after two years in Mexico. David Nelson, a friend from San Diego, had just arrived and we were ready to take off when I suddenly became so ill that I had to be admitted to the American Hospital. After three days of tests, I was advised to fly to California to seek more medical care. David graciously offered to stay with my boat for the short term.

Upon my return to California, I was admitted to Sequoia General Hospital in Redwood City. After extensive testing, it was determined that my body had been invaded by some bacteria that lodged in my spine, causing it to become inflamed. The cure was going to take a lot of time. In fact, I'm still under a doctor's care and taking daily dosages of antibiotics.

Having taken me to the doctor in Cabo and later to the airport, David not only took care of my boat — but waited until two other friends, Giuliano Darbe and his partner Lisa Fetherstone arrived. Despite the fact that the couple had just finished the 'Baja Bash' in their own boat, they agreed to help David deliver the boat to San Diego, a trip that took them two hard weeks. The three of them spared me having to worry about my boat during the approach of hurricane season. I hereby wish to publicly thank my good friends for their help — as well as all the other cruisers that go out of their way to help those of us in need. This altruistic attitude is what makes us cruisers a close-knit family, and each of us so fortunate.

By the way, I have been reading *Latitude* for many, many years, and really enjoy all the features. I know there are cruisers in Mexico and other cruising grounds that would die to get a fresh copy. There are chandleries in Mazatlan, Puerto Vallarta and La Paz. Wouldn't it be possible to send them some copies to distribute among cruisers?

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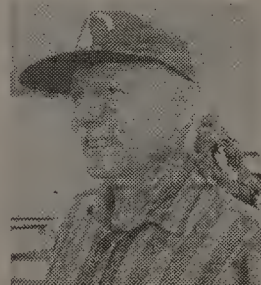
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It Brightened My Day



Once in a while I get a letter that really brightens my day. Yesterday I received an e-mail from a gentle man named Tom Shaw that did just that. I would like to share some of it with you.

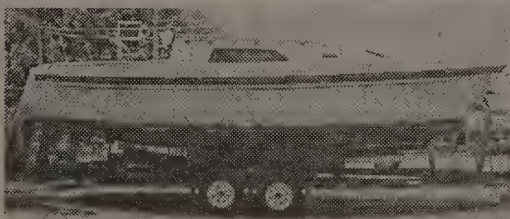
"Earlier this season, I wrote an article for *Messing About In Boats* about the Sun Cat I owned and sailed in Clearwater during the seventies. It brought me a number of letters from MAIB readers and the news that the Sun Cat is again in production – and on both coasts! Of all the boats I have owned in the past 75 years, she was the one I most enjoyed. My late wife and I regularly used her for picnics on islands in Clearwater (Florida) Bay and I sailed her alone on many a day.

One of the MAIB readers sent me an ad from *Small Craft Advisor* giving me your address and I am able to write to express real pleasure that this excellent boat is once again being made and sailed. Bravo!"

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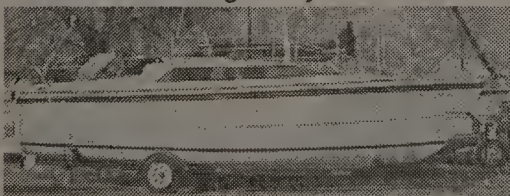
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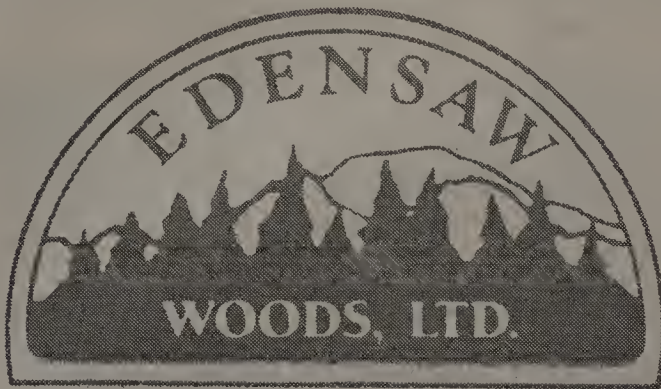
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LETTERS

Aldo — What your friends did for you is wonderful. We know of at least three other similar situations in which cruising friends did a 'bash' for a cruiser who had sudden medical problems. Cruisers really do know how to help out — and that's also true when it comes to distributing *Latitudes* to Mexico and other distant locations. Of all the delivery schemes we've tried to Mexico, having cruisers bring bunches of them down is the only one that has even halfway worked. Shipping *Latitudes* to Mexico as freight is prohibitively expensive because the issues are so big.

↕ LATITUDE — SYMBOL OF FRIENDSHIP

At the top of our packing list for our 2001 bareboat charter in French Polynesia? As many copies of *Latitude* as we could carry! In previous trips to Australia, New Zealand and Tonga, the publication has always been recognized and eagerly accepted — sort of an international symbol of friendship. As a result, we continue to expand our role as carriers on the world's most far-reaching paper route.

So, stashed in our 'essential provisions' — alongside the Starbucks coffee, generic brand gin, *pico de gallo* sauce and parmesan cheese, were a couple dozen of the most recent *Latitudes*, secured with duct tape and bound from LAX to Raiatea by way of Papeete. Upon receiving a gracious welcome from the staff of The Moorings base in Raiatea, we offered the armload of issues — which were enthusiastically received as treasures from a faraway land. Two weeks later, we saw copies from our shipment in local bars and restaurants. Now when we travel to the South Seas, our motto is:

'Latitude 38, Don't Leave Home Without It'.

By the way, the unanimous conclusion of our fairly well traveled foursome is that cruising in the Society Islands is heaven on earth. The lurking, jagged jaws of



Sarah gets a dose of home at Bora Bora.

sinister reefs; squinting to see the directional arrows on black-tipped hazard markers; and nervously counting down single digits on the depth meter — are all merely details to be accommodated to enjoy the pink-hued, cotton candied sunsets; friendly smooches from manta rays in warm crystal waters; mystical calling of green-carpeted Bora Bora; and the night's velvety darkness with diamond-studded constellations. We're still entranced, because French Polynesia is a true paradise.

Tom and Sarah Brown
Scott and Lisa Schalon
San Diego

Tom & Sara, Scott & Lisa — We can't tell you how much we appreciate your efforts to spread *Latitudes* around the globe.

↕ LINING UP THE CRUISING INSURANCE DUCKS

I'm hoping to go cruising in the near future, and want to know where to turn for insurance for sailing beyond the territorial limits of the United States. And where do I look to check on the past performance in paying legitimate claims?

As a cruiser wannabe who expects to spend a substantial amount on a 40-foot catamaran that will be our only home, I

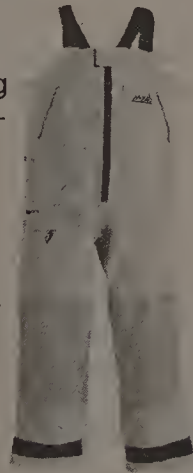
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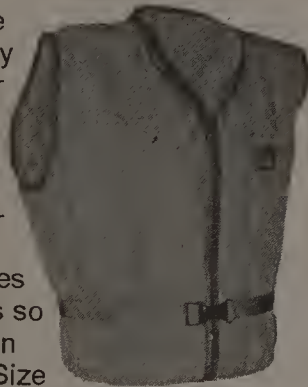


HPX Offshore Foul Weather Gear is water- and wind-proof, durable and breathable with a Gortex Ocean Technology membrane that allows your body moisture to evaporate through the garment. The Jacket has an award-winning hood and collar system, and fleece lined

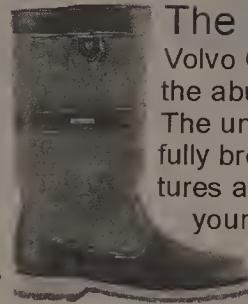
handwarmer pockets. Price: \$695 (#164) The Trouser uses 1000 denier Cordura to reinforce the seat and knees, a 2-way zipper, fleece lined handwarmer pockets, a thigh pocket, and extra wide elastic shoulder straps. Price: \$495 (#168) Both the Jacket and Trousers are also available in women's sizes!



The **Regatta Vest** is by far the most comfortable and conformable PFD available on the market. It bends the way you do, doesn't get stuck under life lines at the collar, and is very light. Although it is not a US Coast Guard Approved life jacket, it does meet the requirements of the St. Francis Yacht Club for PFD's in Big Boat Series and all their other regattas. It is so comfortable you will wear it even when PFD's are not required. Size XS - XL
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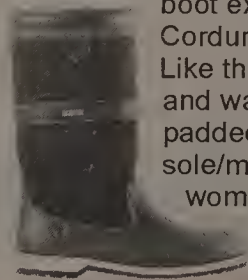


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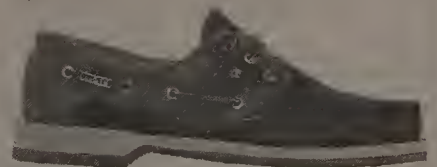


The **VOR1 Boot**, named for the Volvo Ocean Race, is designed to take the abuse of any sailing environment. The unique upper boot is all leather, fully breathable, and waterproof. It features a padded Gortex liner to keep your feet dry and warm. The sole is non-marking, durable and slip resistant. The sole and mid-sole are glued and stitched to the upper for extra security. Price: \$279 (#3630).

The **Shamrock Boot** is similar to the VOR1 boot except it uses a combination of Cordura and leather above the sole. Like the VOR1, it is fully breathable and waterproof, and has the same padded Gortex liner and the same sole/mid-sole treatment. Available in women's 5-9 and men's 6.5 - 13.5. The Shamrock is available in normal and extra wide sizes. Price: \$245 (#3602)



The **Clipper** is Dubarry's high end boat shoe. Hand-made of water-resistant leather, it has a Gortex lining similar to their boots, a padded collar, and a non-marking slip-resistant sole that is glued and stitched to upper for added security. Available in women's 5-9 and men's 6.5 - 13.5
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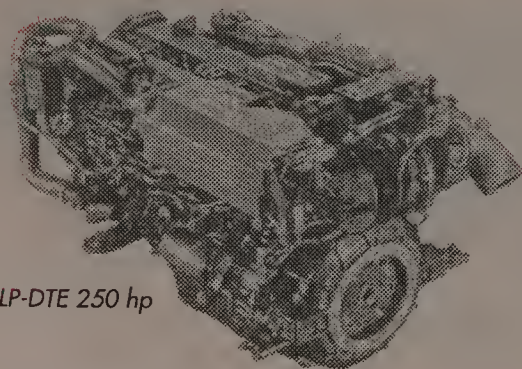
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LETTERS

feel that I need to have my insurance ducks in a row prior to handing over a downpayment. Since Mexico would be our first destination, coverage for that area would naturally be a nice start.

P.S. *Latitude* has been my 'bible' since the dream first took hold some six years ago. Your help would be greatly appreciated.

Gary E. Lott
Redding

Gary — For those used to buying home or car insurance, cruising insurance is an entirely different ballgame. For one thing, probably well over half of all cruisers don't have cruising insurance, either because they feel the premiums are too dear or because they can't find any to buy.

If you purchase a boat and want to sail her in California waters, you shouldn't have too much trouble getting insurance, even if you have relatively little experience. And most sailors with a reasonable amount of experience and a boat that surveys well don't have much trouble getting insurance for the winter season in Mexico. But if it's your first boat or it doesn't survey well, you may not be able to get insurance. The biggest problem is trying to find insurance for cruising beyond Mexico. If you're short on sailing experience, don't have a good boat, and don't have a history with a insurance broker, you may not be able to find any insurance, or it may be prohibitively expensive.

If you want to look for cruising insurance, we suggest you start by checking out the brokers that advertise in *Latitude*. Just don't expect to find a buyer's market.

How good various insurance companies are about paying out claims will always be a matter of tremendous dispute. Folks who are insured often grouse that they got screwed, and sometimes there seems to be some validity to their stories. On the other hand, it's a fact that insurance companies often get screwed, too. More than a few folks have scuttled their boats, companies that do repairs often jack up bills when an insurance company is on the hook, and sometimes policy holders think that having to file a claim is akin to winning the lottery. So there are two sides to the story.

Five tips: First, try to deal with an American company, as in theory they can be held accountable in U.S. courts. Second, check the rating of the underwriters with one of the rating services. Third, make sure you actually get a policy, then call the underwriters to confirm that it's a genuine one. You'd be shocked at how often brokers — mostly outside the United States — have collected premiums without actually purchasing the insurance. There's nothing worse than thinking you have insurance, losing your boat, and then discovering you aren't covered. Four, it's better to pay a little more to develop a long term relationship with a broker than it is to flit around and save a few bucks. Five, no matter if you have insurance or not, avoid getting into accidents the way you would avoid getting into lawsuits or having a root canal.

↑↓USE IT OR LOSE IT

Dolores and I are anchored in Loch Craignish in north-west Scotland reading the May issue of *Latitude*. I am ashamed to admit that our last contact with you was from the west coast of Baja in '94. We spend each summer — four to six months — cruising, then leave *Rolling Stone* for the winter. Since '95, our Burns 36 has spent winters in Panama, Maine and Scotland. We have explored the west and east coasts of Canada, Mexico and Central America, from Alaska to Newfoundland. And last summer we crossed the North Atlantic

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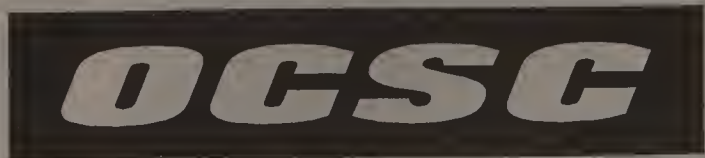
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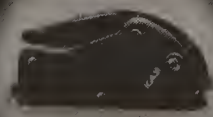
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LETTERS

to Scotland. We plan to continue on to Norway.

What prompted me to write, however, were your 'use it or lose it' comments in the May issue of *Sightings*. I'd love to be able to read the responses you get, but will have to wait until the September issue. Because of a large waiting list, in the late '70s we tried to institute a 'use it or lose it' slip policy at the Presidio YC. I don't remember the specifics, but a rule was passed that boats had to leave their slips at some fixed interval. The whole thing sounded reasonable when we — the bridge and board of directors — sat around and talked about it. But administering it was impossible, unfair, and thankfully soon died. A better approach — at least at the yacht club level — was face-to-face discussions with those who didn't use their boats.

In my opinion, if someone pays for a slip and maintains insurance on his boat, the use of the boat is his business. This problem will correct itself as reduced supply and increased demand drive up prices. The last thing we need is more rules, since rules always come with BCDC-type bureaucrats.

You also ask why do such people hang on to slips? You cited one reason, but my experience tells me that the major reason is that a boat represents a dream, either past or future. It doesn't matter that most people won't actually go any great distance, but as long as the boat is there, their dream is alive. I think that's okay, because where would we be without our dreams?

I also enjoyed the article by Matt Stone from *Saga*. I can relate to most of what he says except for having kids aboard. We've managed to cruise these many years aboard *Rolling Stone* without refrigeration and many of the other things that many cruisers feel are 'must haves'. The first piece of cruising gear I bought was a Monitor vane in '79, which I used in the '82 Singlehanded TransPac. I had to sell my motorcycle to buy the vane. We've added things over the years, but except for the GPS, we could probably do without much of it. In Mexico the most important gear were the fans below and sunshade above. In Newfoundland, the diesel furnace rose to the top of the list. I endorse Matthew's suggestion to just go and get stuff as you need it and can afford it.

I've enjoyed *Latitude* since your first issues. While not a good correspondent, I have left copies all over the place, particularly in the higher latitudes.

Robby and Dolores Robinson
Aboard *Rolling Stone*

Robby & Dolores — Be careful what you ask for, because allowing berth prices to be determined by supply and demand would be a financial disaster for all but the wealthiest mariners. For instance, in Santa Barbara people gladly pay an extra \$50,000 for a boat just to be able to get the rights to a 50-foot slip in that marina. And there's no end to the number of affluent people who wouldn't think twice about paying \$25 or more a foot per month — as some already do in Newport Beach. Santa Barbara — and many other marinas — deliberately keep slip fees low so less affluent people can afford boating. Are you sure you want to destroy that? The alternative is Antibes, where the biggest slips sell for \$5 million. And there's Avalon, where bigger mooring buoys go for over \$100,000, and the owners don't even get the money when they are rented out.

Or consider Santa Cruz, where there is an 18 to 20-year waiting list for slips in the South Harbor — the only place where masts don't have to be lowered and raised each time a boat goes in or out. How would you like to have to get into a bid-



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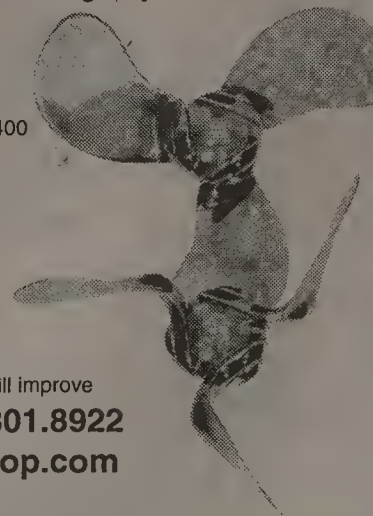
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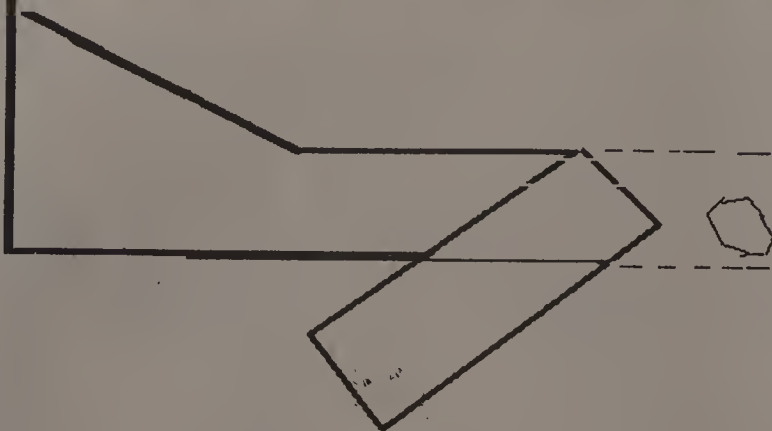
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LETTERS

ding war for a slip with the 1,000 people currently on the waiting list — many of them newly rich from Silicon Valley? It wouldn't be any fun, particularly when guys like Larry Ellison or Philippe Kahn wouldn't blink at paying \$50 a foot for five or 10 slips.

We think if you were willing to look at it dispassionately, you'd see that the 'use it or lose it' system is the fairest for the greatest amount of people. It wouldn't deny people the boat they need to own to keep their sailing dream alive, as long as they used it once in awhile. And it wouldn't prevent new and active mariners from being able to achieve their sailing dreams. After all, we're not suggesting total revolution here, just that the 5% or so of boats that haven't been used in years be moved to peripheral marinas so those who actively want to access the water can do so? Others are free to disagree, but it seems like common sense to us.

While we disagree on berthing, we couldn't agree more with you and Matt about not having to have every bit of cruising gear before taking off. Take *Profligate*. The first two years in Mexico, she had just one interior light — no joke — and no windlass. She still has no water heater, no watermaker, no shower, no roller furling, and the wind instruments and speedo are yet to be hooked up. Some of this gear we don't need because of peculiarities with a big cat, but we also took our *Freya 39* and *Olson 30* to Mexico a total of five times without most of this stuff, too. Sure, it would have been nice to have all these things, and some day we might get around to putting them in, but meanwhile it hasn't prevented us from having heading south or having fabulous times in Mexico.

↑↓STALIN-LIKE APPROACH TO BERTHS

I've read your ideas for helping the problem by monitoring boat usage, and it's clear that you haven't considered the infinite variety of boat owners' needs. Furthermore, you seem not to understand how harbor masters in San Francisco Bay regulate the problem of unused boats that decay through lack of use.

Each person has a unique life experience. Some people, having loved and regularly used their boats, are stricken with illness, a broken marriage, a serious accident, a mental condition. Some people find that life's pressures creep up on them so that at the end of the week they are so wrung out all they can do is hide on their boat and recover enough to take on the next week. Your idea would punish people like these. Well, sir, ma'am — whoever is promoting this silly idea — shame on you.

All the harbor masters that I know do an excellent job of managing the best interests of the infrastructure, the security of boats, and the infinite variety of boat owners' needs — and they do this without the comfortable insulation from human contact that your magazine enjoys. They don't have to implement a Stalin-like check-in and check-out procedure, and they don't intrusively poke and pry into painful personal circumstances of boatowners who don't fit the profile of *Latitude's* ideal boater. Instead, they use intelligence, discreet inquiry, common sense and patience. It's a thankless job, but they do it damn well.

Unquestionably, *Latitude* is the finest magazine — not just sailing magazine — that I have ever read. It's an institution! So why not use that excellence and avid readership to help solve the problem of berth shortages by promoting the idea of making new marinas? Just sail the coastline between Oyster Point and China Basin, or from San Leandro to Alameda, and see for yourself the many sites that would be ideal for three or four 500-slip marinas. Forget the Stalin approach

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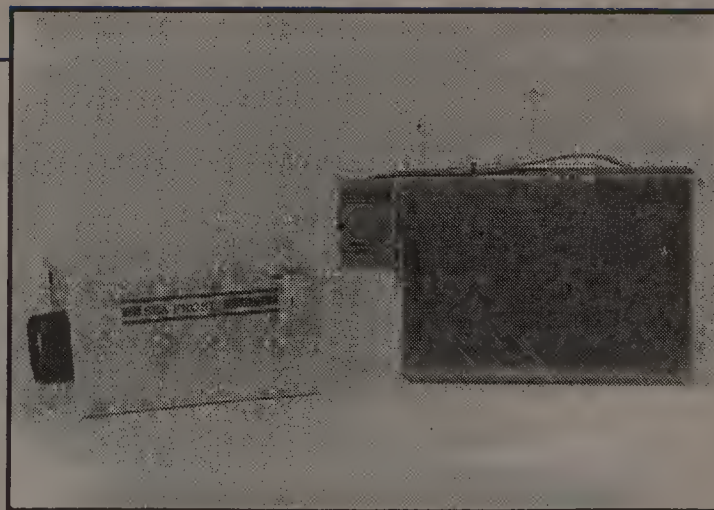
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LETTERS

and concentrate on the American way of solving problems.

Lyn Reynolds
San Jose

Lyn — Thanks for the compliments — and the opposing point of view.

When we say 'use it or lose it', it's a very general concept that could easily include sitting on the boat as 'use' or otherwise provide for special situations such as the ones you mention. If you read the last issue, you know Santa Cruz Harbor has a 'use it or lose it policy', and this doesn't prevent them from working with berthholders who find themselves in such situations. Yet the program does weed out people who no longer use their boats. Far from being Stalinist, we think it's the fairest and most democratic system we've heard of so far. We're just not sure — given the tremendous demand for slips in Santa Cruz — that it goes far enough.

It is true that a few harbor masters do regulate the problem themselves, but many — particularly at government-operated marinas where nobody knows or cares about boats — do not. If you'd been walking marinas from California to Honolulu for as many years as we have, it would be obvious. Where the problem isn't regulated, marinas and harbors become stagnant, which is in nobody's best interest.

While 'use it or lose it' might sound like a "silly policy" to you in your current situation, we think it wouldn't hurt to look at it from a more altruistic point of view. For example, would it still sound silly if you were one of the thousands of people whose only nearby marina — we're talking of places such as Santa Cruz and Santa Barbara — won't have room for your boat for the next 20 years? And when you wanted a slip, you'd have to 'pay' \$1,000 a foot for it? Would it seem fair to you that you were denied access to the water because others were using the taxpayer-subsidized low berth rates to build up tremendous equity in the value of berths they don't own? It doesn't seem exactly fair to us — and as you'll read later in this issue, it doesn't sound right to the Santa Barbara County Grand Jury, either.

By the way, the issue may become moot in a few years, as it looks as if things are starting to roll on an 800 to 1,000-berth marina at the old Alameda Naval Air Station. Details in Sightings. But this will do nothing to help the problems in all the places on the coast that are packed and have no room to expand, and in Honolulu.

↑↓UNUSED BOATS

I was coming to agreement with the thought that unused boats in marinas should be displaced by more actively used boats. Since I'm a very active sailor, my house is falling into disrepair — and I am becoming concerned that they might start to apply the same standard to homes. I'd hate to be kicked out of my house just because I don't use it enough!

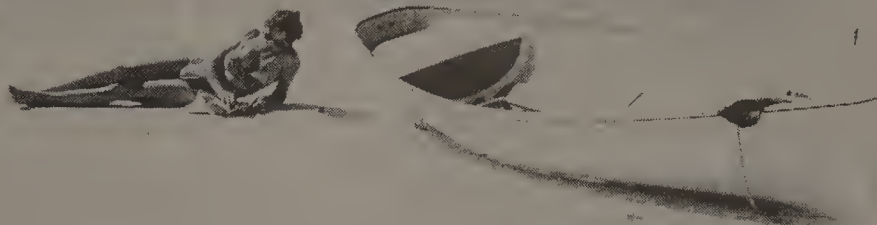
Phillip Kane
Happy Feet
Sausalito

Phillip — That's a terrific analogy — assuming that your house is located in the middle of Golden Gate Park — or some other public land. The problem with berths in many areas is that there aren't enough of them and there's no room to build more. So when a person uses a berth merely for storage, he/she denies someone else access to the water. The problem with houses is not a shortage — check the Sunday paper — it's that they are so expensive. We think different problems call for different solutions.

It's a matter of priorities...

ABOUT THE AUTHORS:

Linda and Steve Dashew have sailed 200,000 miles, circumnavigated with their two small daughters, and designed and/or built more than 50 cruising yachts. They've owned 2 boat yards and 12 boats and bring to this book a unique perspective integrating their experience as sailors, designers, builders, and sea-going parents. Together they've written more than 200 articles. *Offshore Cruising Encyclopedia-II* is their fifth book.



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LETTERS

↑↓LIVING ABOARD

I have a home in Sunnyvale that I've owned for 40 years. I've kept my boat in a slip at Coyote Point Marina for the past five years. When first renting the slip, I was told that berthers were allowed to stay aboard their boats for just 48 hours a week, not 72 hours. The marina management said that if they allowed longer stays, the BCDC would require them to install all kinds of extra equipment for so-called 'liveaboards'. My question is this: Will the BCDC be in a position to mandate what must be done to the marina to allow the boatowners to stay on their boats in the slip without imposed limits?

By the way, I have a Coast Guard-approved Lectro-San sewage system installed aboard my boat. When I used to cruise with the boat and used to pump stuff directly overboard, it was always smelly. It's not like that with the Lectra-San.

Conrad Skladal
Sunnyvale

Conrad — It's the BCDC's position that when the 'use' of a boat is changed from nautical to residential — or even back and forth — it's a change that requires a permit from the BCDC. And that nobody can live aboard in a marina without the marina having a permit from the BCDC for them. In order for a marina to get a permit, the BCDC can make them jump through hoops. A number of marina managers have told us that they haven't applied for such permits, because it would cost them \$100,000 or more to comply, and that the BCDC would require that they do crazy stuff, such as install full-size dumpsters on docks, dumpsters that could only be picked up by trucks, and in any event wouldn't fit through the gates. The BCDC denies this is the case.

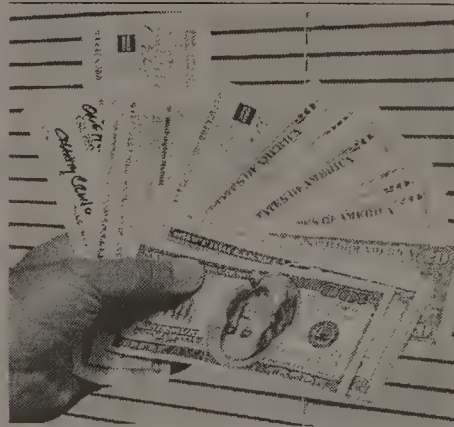
But here's the weird thing. Last month BCDC Executive Director Will Travis told us that if you have another residence — as you do in Sunnyvale — you can stay aboard your boat 24 hours a day, 365 days a year — and the BCDC doesn't consider you a liveaboard. One last twist: Just because the BCDC doesn't consider you a liveaboard, doesn't mean that whoever owns and operates the marina doesn't consider you to be a liveaboard. And they don't have to allow liveaboards.

↑↓MONEY FOR MEXICO

Madeline and I spend time in Mexico nearly every year. Each and every trip is immensely rewarding and rejuvenating, giving us a needed break from the daily challenges up here in Northern California. Our reasons for returning to Mexico are the warmth in the sun, body-surfing, lush vegetation

(in many places), value for the dollar, and so forth. But none of that would matter if it weren't for the wonderful hospitality we have found to be nearly universal, whether in a resort or small town off the beaten track (often our preferred location). People do make the difference.

To that end, enclosed is a \$100 contribution — inspired by



Cat lovers raised \$1,000.

the letter from Captain Norman and Janet Goldie in San Blas, about how well the money raised during the Ha-Ha had been used. We want Norm and Goldie to use it as they see fit, for

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LETTERS

Asuncion's braille schooling, for more clothes, whatever is the best use.

Latitude's goal of raising \$1,000 by Christmas should be a snap, if for example, each Ha-Ha boat puts up \$10 each and a few other readers chip in. We'll have Asuncion reading in no time.

We won't be in on the Ha-Ha fun this year, as our current boat, a 14' O'Day sloop, isn't big enough for the trip. But we sail her from our backyard dock in Bel Marin Keys, so we get our fun on the water. We read *Latitude* regularly with great interest, and think that we'll be participating in the Ha-Ha in the not too distant future.

P.S. Thanks again for helping out a few years ago when I put out the call for help when J.T. Meade of Modern Sailing lost his boat to a fire. That story had a happy ending, with many readers sending checks which really helped out a member of our sailing community.

Don and Madeline Swartz
Novato

Don & Madeline — Thanks for your unexpected contribution! You'll be happy to know that on August 13, we blasted right over the \$1,000 goal for Profligate's 'sister-city' of Caleras de Cofrado, as some folks interested in cats took a Saturday sail with us aboard Profligate.

Thanks to Steve and Robin Dinger, who are hoping to get a big cat for Europe; Mark and Ingard Berhardt, who want a big cat to sail around the world; Scott Myer, who is having an Ian Farrier 41-ft cat built in Australia; Glenn Fagerlin, who has a Kronos 45 cat on the Bay; Daniel Chollet and Elaine Dell-Santina, who are thinking about buying a cat in a couple of years; and Robert Wilson, who has a monohull, \$1,100 was raised. Thanks to all of you.

Weather permitting, we'll be having another fund-raiser at Bahia Santa Maria during the Ha-Ha, and also at the Banderas Bay Regatta next March in P.V. By the way, we're proud to report that when we do fund-raisers with Profligate, 100% of the money goes to the charity involved. Nothing is held back in 'expenses' for the skipper, crew, wear and tear or anything else.

↑↓RIGGING FOR SINGLEHANDING

I'm looking into purchasing an Alberg 35. Would it be possible for you or someone on your staff to give me a ballpark figure on what it would cost to rig the boat for singlehanded sailing?

Robert G.
West Coast

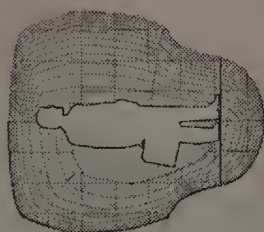
Robert — You're not giving us enough information to work with. If you're just going to be singlehanded around the Bay, it doesn't have to cost you anymore than if you were going to sail her with crew. You just have to be a little bit clever.

If, however, you're talking about long periods or out in the ocean, you'll probably want a windvane or autopilot, depending on whether you'll be cruising or racing. Let's assume that you're primarily interested in cruising. If you buy a used vane and install it yourself, you should be able to get away with between \$1,000 and \$2,000. You might also want a radar with a feature that periodically searches the horizon, which would be another \$2,000. If the boat doesn't have roller furling, that's another couple of grand. If you want an autopilot so you don't have to steer while the boat is motoring, figure on between \$1,000 and \$2,500. You can spend as little or as much as you want equipping your boat for singlehanded.

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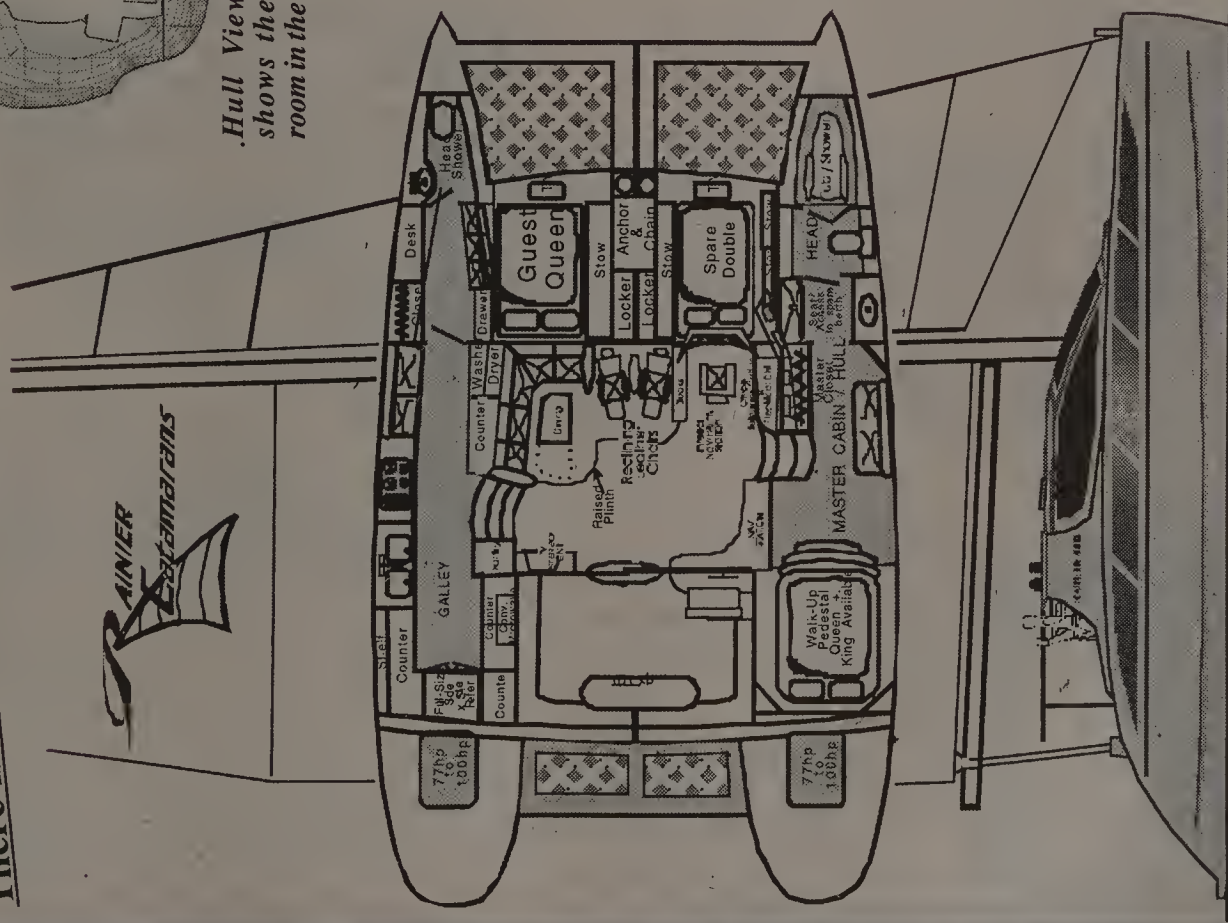
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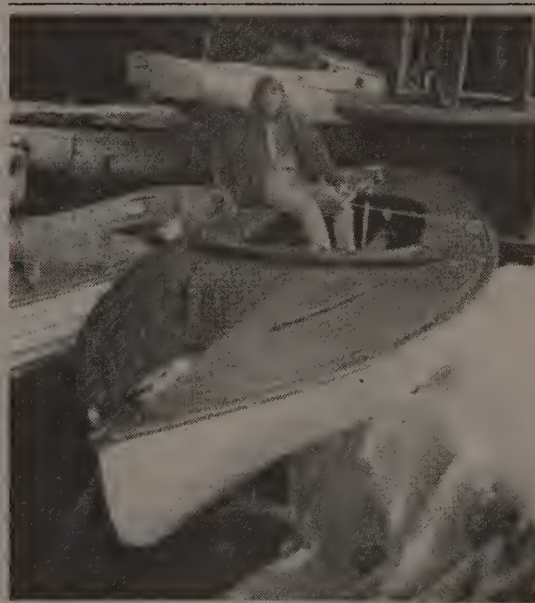
ALMA AND MAB

Back in May, you kindly ran my letter inviting like-minded sailors to check out our Christian Singles Sailing Club as part of Equally Yoked Sacramento. I received many terrific responses — but one took me back in time to 1891, and then to the 1939 San Francisco World's Fair!

A kind Christian man responded to my letter, and through our faith we became friends. After a couple months corresponding, he became quite excited to learn of my family's past involvement in Bay Area sailing, and put me in touch with the San Francisco Maritime Museum. My granddad had once owned the 1891 barge named the *Alma*, which is now owned and operated by the museum.

After making contact, I offered to share photographs of her with Taylor, the archivist at the museum. He was delighted, and asked if I had any other photographs of old wooden boats. I did, and told him of a national one-design named the *Mab*, built by my granddad and raced by both him and my mother. He asked if he could see the photos and trophies that I still had. I was astonished when Taylor said he knew of *Mab*, and even more so when he verified the family story — that she'd been exhibited at the 1939 World's Fair on Treasure Island.

Taylor asked if I knew what had become of *Mab*. I told him the last time I'd seen her she was rotting away in a barn, my



Justine on her grandad's 'Mab'.

request for her having been denied. Both my granddad and mother have passed on, and I had no idea what had become of the boat. That's when Taylor dropped the bombshell. He had *Mab* at the museum!

A short time later, on my late mother's birthday, Taylor and Judy — another museum historian — were

kind enough to show me the restored *Mab*. Soon I found myself sitting at the helm — in a vast warehouse! I closed my eyes, slid my hand onto the tiller, and tears welled up in my eyes as I remembered my mother.

That wasn't the end of my blessing. I could not imagine why anyone would make a fuss over a dirty old barge — which is how I remembered the *Alma*. I had heard that her tall sides and pilothouse had been torn down, and a couple of masts stepped, but I was not prepared for what I saw from the top of the marina gangway: my granddad's old scow schooner, but in tidy shape!

But could this box-with-masts sail? I was about to find out. Captain Al and First Mate Alice greeted me most graciously, as did the rest of the crew. We cast off and I felt a

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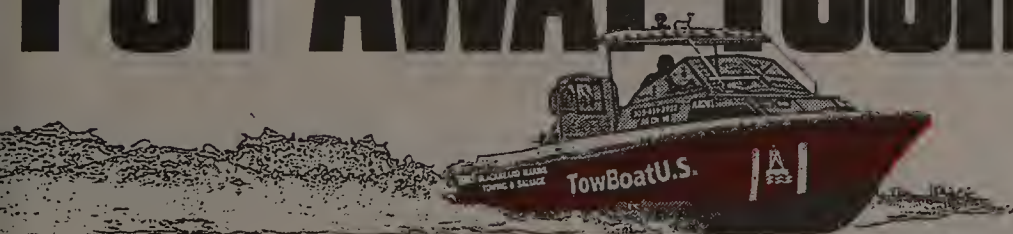
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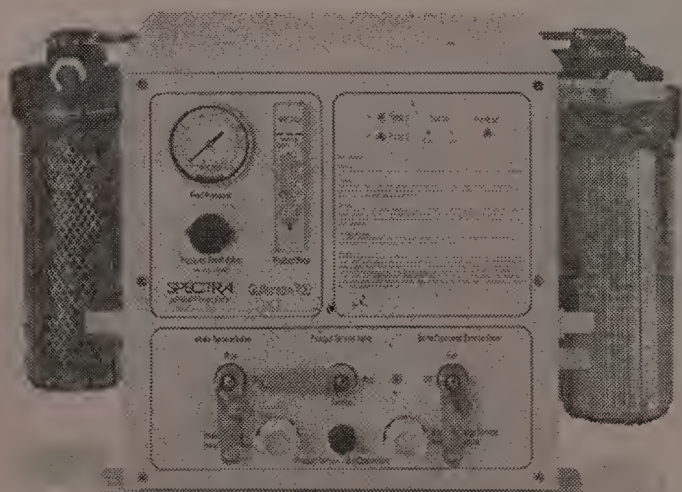
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LETTERS

familiar rumble under my feet as we powered away. Amazingly, after Captain Al expertly trimmed her out, the 80-foot LOA, 22-foot beam *Alma* sailed herself! I steered her through a couple tacks, which was a heavy-handed challenge compared to the Cal 22 sloop I usually skipper. Then the best fun: a close reach, a beam current and more wind gave *Alma* cause for guidance. Soon someone called out, "8.4 knots!" *Alma* fairly skipped across the waves. I could not stop grinning, as my granddad would have loved this!

Thanks so much for running my letter in the May issue.

P.S. Anyone seeking information on sailing with EY Sacramento can email jjluvsjesus@hotmail.com.

Justine S. Skipper
EY Sacramento

⇅NORTH TO SAN FRANCISCO

I read with highest interest David R. Prince's June letter about bringing a Dreadnought 32 up the coast from Los Angeles to San Francisco — and your well-balanced answer. It was a long time ago that I did that trip, but I remember every one of those nearly 500 miles as though it were yesterday. Yes, it was me, wild and crazy Uryzycybuncycki — or however you spell my name — who sailed non-stop from Los Angeles to San Francisco aboard my *Ericson 27 Nord III*. Singlehanded. Without self-steering or radio or liferaft. But I did have a hull full of dreams, hopes and bravado.

How was it? It took me more than 10 days, but it was more than great! In fact, although a short time later I would singlehand *Nord III* to Japan and back — including 49 days from Yokohama to San Francisco, a then-record noted in *Guinness* — I was never as close to heaven as those 10 infernal days of sailing from L.A. to San Francisco. I am ashamed, however, that I never published a word about this misery — to warn others about the forces of the Pacific Coast, and to have them laugh at my misadventures.

Andrew Urbanczyk
Montara

⇅FENCE-SITTERS SHOULD GET OFF IT

My last two boats — in a long and eclectic line — were elderly trimarans. I refit and then cruised them in Mexico. With that experience, I can recommend them — with the usual older boat caveats.

I found *Patches*, an unnamed 24-foot Piver tri, sitting on the hard collecting boatyard dust in Chula Vista. She was a Boy Scout donation, and someone had already put considerable TLC into her. I was happy to pay the \$3,000 for her, although I could have got her for less. I figured the bucks were going to a worthy cause.

After she was given a new paint job, *Patches'* hull was in excellent shape. So I set about getting her ready to cruise south. After a pleasant few winter months of '92 in the yard, I launched her and kept her on a mooring in lovely Glorietta Bay. I immediately became a multihull convert for a number of reasons. First, she sailed so sweetly — and flat, by God — with so much flat deck space. And she was so light and responsive to the tiller, that Fred Asteer, her old Tillermaster autopilot, handled her without any strain. I left her on the mooring for a summer of work in Alaska.

When I returned that autumn and swung aboard, the rotted mooring line let go. I lucked out on that one, but the next time it happened would be disastrous. I worked intensely on *Patches* until I just couldn't stand it anymore. Finally, I threw the unfinished to-do list overboard, the only forgivable littering I'd ever done. I weighed anchor by hand — an easy affair

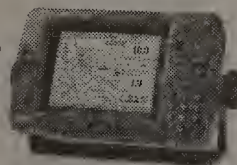
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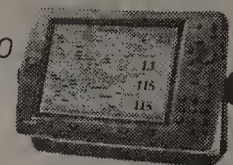
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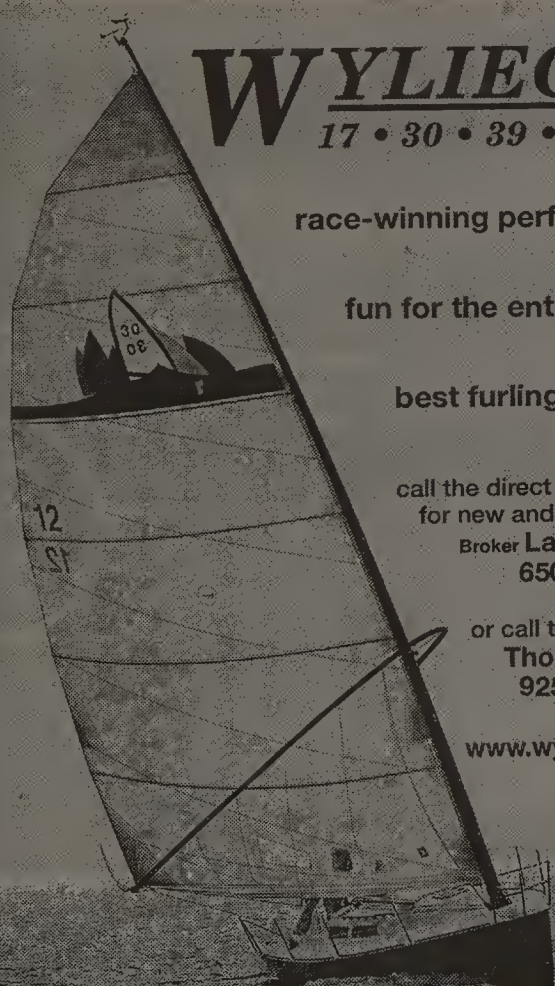
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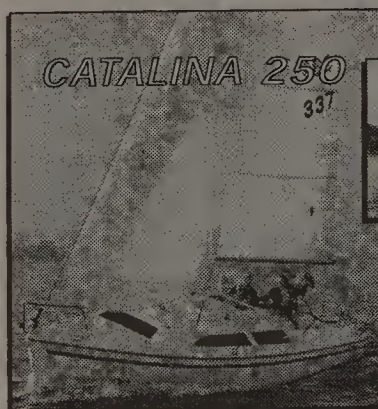
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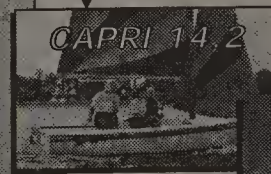


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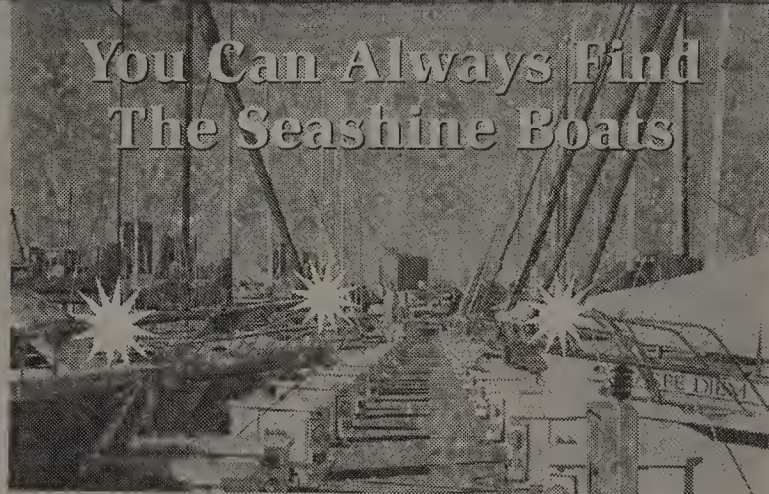
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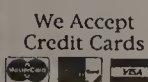
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LETTERS

with a boat that weighs less than a ton — and headed south with the Class of '93-'94. I had no engine, no crew, and just a compass with which to navigate.

My plan was to sail about the Cape and up to San Carlos in three weeks to meet a friend for Christmas. Right. Two weeks later, I pulled into Cabo exhilarated. But little *Patches* had taught me much about cruising. What I learned most is that I wanted an engine, and that it's not smart to make cruising plans. Above all, I learned that we have reserves of Self we never know about until they are called upon. Though I shared some deeply meaningful conversations with God on a couple of long nights when it blew 40 knots, I don't recall ever feeling really threatened, though I have been known to go into denial.

For the next few winter seasons, dear *Patches* and I explored the gorgeous Sea of Cortez. I would leave her in the summer — often on a mooring or even just an anchor — to work the season in Alaska, praying she would be there on my return. This despite the fact that I always arranged to have someone keep an eye on her. She was always there wagging her stern every autumn — until '98, when she just wasn't there. She had died on the rocks. A friend hadn't put a safety line to the mooring after he borrowed her. He's still my friend, though. And the incident led me to the next and better boat. The point I want to make is that she was a well-found, functional, little boat, and both easy to buy and maintain. We had a lot of fun together, and I didn't have my life's savings tied up in her — not that I had any.

Then I did it all again. I found *Patches*' bones in Marina Seca, San Carlos, lying next to her big sister, a Piver 35. I got a lot of boat and cruising gear by paying a disillusioned owner \$7,500 and the yardbill of \$1,500. I spent a pleasant couple of months bringing *Angelica* up to speed, threw away the to-do-list in an environmentally friendly manner, and went cruising. Two years later, I sold her in San Carlos for what I then had into her, to the most perfect couple — the kind of folks I like to run into out there.

I'm now building *Angelica II* in my backyard in western New York State. She was supposed to be a Hughes 36 cruising cat. For various reasons explained in an article in the May/June issue of *Boatbuilder* magazine, those plans remain rolled up behind the woodstove. *Angelica II* is well along as a 50-ft traditional wood cutter, a choice made around bucks and time, not multihulls versus monohulls.

The fine points of finding, selecting, refitting, and sailing these venerables is beyond the scope of this letter. I just want to encourage the fence-sitters who have already done the early work to go for that dusty old girl — if she fills the good construction, good materials bill. She won't be as fast as more modern boats, and she might need a skin graft by replacing patches of loose polyester with glass/epoxy, and not all eyes will see her beauty out in the anchorage. But you'll be out there, by God. And I gotta tell you, many is the time that I was told *Angelica* was the prettiest boat in a full anchorage!

Jim Dell

Angelica II, under construction
Angelica, New York

DELIGHTING IN THE DELTA

We were anchored in Potato Slough with friends Harley and Anna Gee on the Fourth of July waiting for the fireworks show when we read *Latitude's Delta Primer*. It had been our second cruise of the summer to the Delta aboard our *The Darlen'B*, our first having been in late May for the Jazz Festival in Sacramento. Every time we come up to the Delta, we

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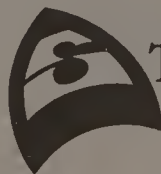
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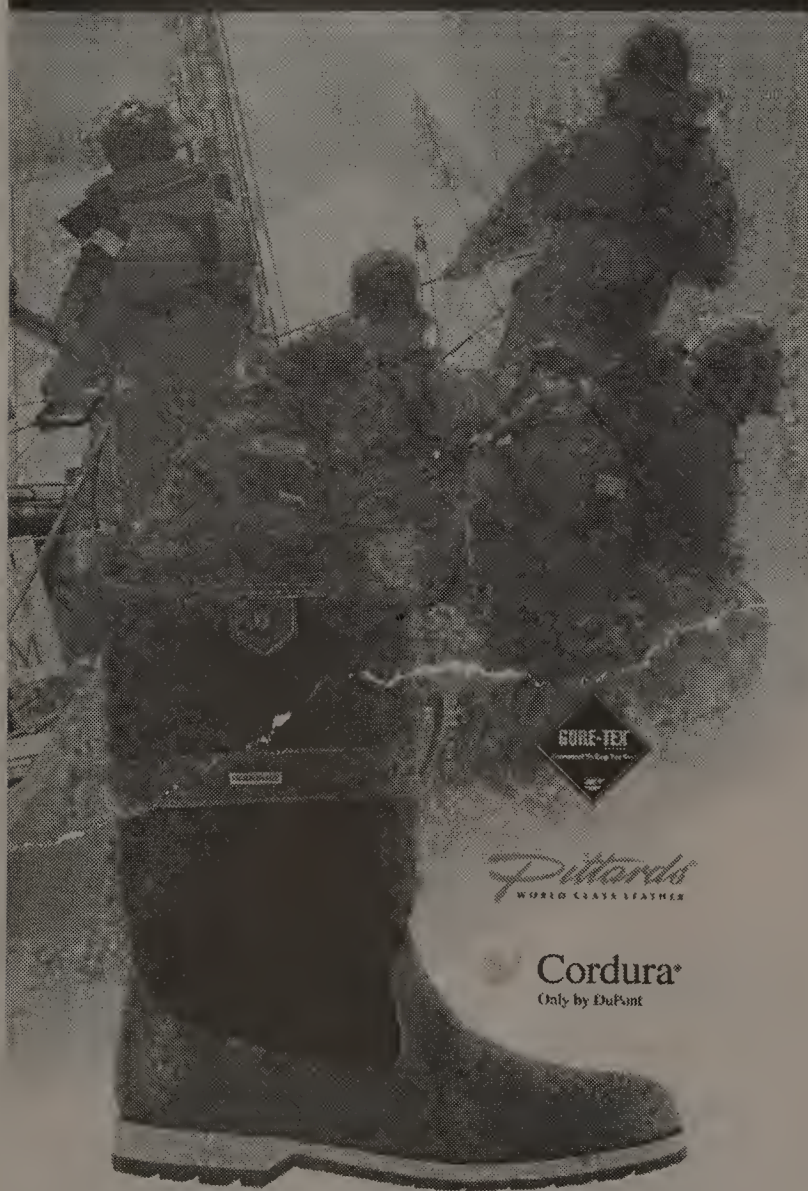
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LETTERS

realize we love it as much as we did when we first sailed up years ago.

After the fireworks and our time in Potato Slough, we went to Stockton to visit our son George, a firefighter. He'd helped crew for us during the '97 Ha-Ha. After visiting George, we went up the Mokelumne River for dinner at Guisti's, then to Lost Slough to visit Jim and Kattie Hayward. They tie their boat *Mokelumne* at their cabin, and stay for the summer.

While at Lost Slough, I picked enough blackberries from the bank to make a pie. While relaxing with the Haywards later on, I mentioned your Delta article and the one by Earl Stanley Gardner called *World of Water*. Jim went down to his boat and returned with a copy of Gardner's 1965 book, and opened it to a page of pictures showing his lagoon — where we were anchored — with about 20 boats sailing on it. It had been a popular place 35 years ago.

After a few days of rest, we returned to Point Richmond, stopping at Antioch and Benicia marinas on the way.

Darlene and Bill Wilcox
The Darlen'B
Point Richmond

Darlene & Bill — Cruising the Delta, it's all about the sloooow life.

↑↓AS GOOD AS IT GETS

I'd like to say a word of praise for Pillar Point Harbor at Half Moon Bay. Some two months ago I sailed down to Half Moon Bay and dropped hook in the outer harbor. The following day I got a slip at the marina for \$13.50 a day. Much of the salmon fleet had gone up to Bodega Bay at that time, so there was plenty of space. My plan was to sail to Año Nuevo, an open anchorage about 18 miles to the south, the next day. But I hung out at Pillar Point for the next nine days instead.

At night I'd have a few drinks at the friendly fisherman's bar behind the harbormaster's office. I felt at home, as it reminded me of when I used to work as a commercial fisherman in Florida.

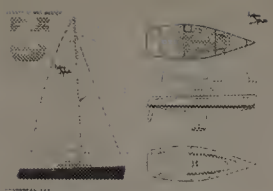
The area around the harbor couldn't have been more quiet, uncrowded and beautiful. The sweep of the bay — with a long beach extending from Pillar Point to the cliffs at the southern end — offers a lovely walk and, if you still have cartilage left in your knees, a great run. North along the shore line past Princeton leads you under a high bluff and to the breakwater, where you can look out over the patch of wild sea named Mavericks, known around the world for huge waves. In a local restaurant there are large photos depicting the 50-foot breaking walls of water that hold a near fatal attraction for the bravest surfers.

You can buy fresh fish at the dock at Pillar Point, and if you like comfortable little cafes with plenty of newspapers and magazines to browse through, there are some great places to eat. My time at Pillar Point flew, but before I left, every fisherman I'd spoken with told me they'd anchored at Año Nuevo. They said the holding ground was good. I wonder why it gets so little mention in the cruising guides?

I sailed back to San Francisco Bay under bright sunshine and a blue sky — with near gale force winds. It was as good as it gets.

Leon Cyens
Sea Dancer
Berkeley

Leon — Despite the fact we can remember the Express 27 Locomotion being lifted out of Año Nuevo by helicopter after

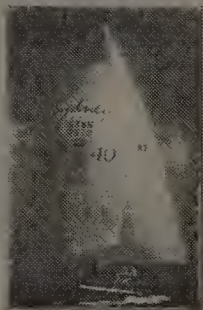


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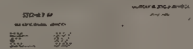
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LETTERS

going on the rocks, it is a pretty good anchorage — and there's good surfing, too.

The drawbacks are that the weather along that part of the coast is often gloomy, it's not easy to get ashore, there are no facilities, and the bright lights and pretty girls of Santa Cruz are just down the coast.

↑↓HIGHLY SUBJECTIVE

Reading your comment about the yacht *Georgia* in the May issue — "... one of the less attractive yachts we've seen" — reminded me of a story about a U.S. Army Captain assigned as a liaison to a British Colonel in Great Britain before the Normandy Invasion, when the Yanks were said to be "over-paid, over-sexed and over here." At a reception, the Captain observed, "What an ugly woman that is coming down the stairs."

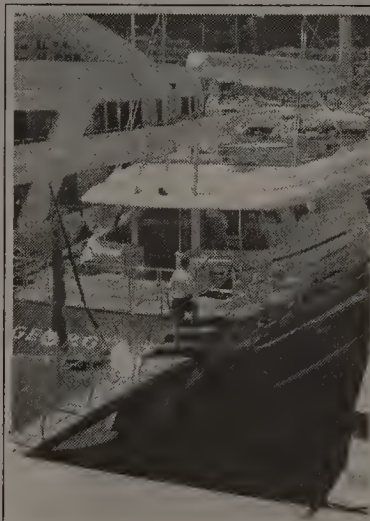
"Sir," objected the Colonel, "that is my wife."

"No, not her, the old broad behind her."

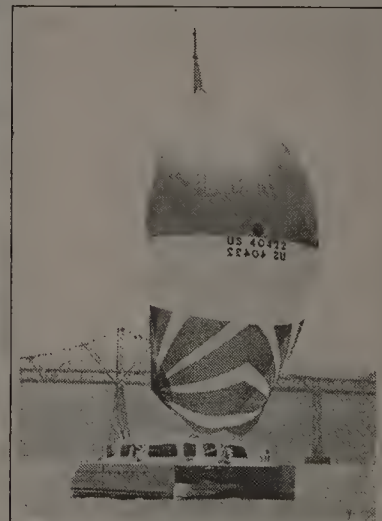
"That, sir, is my mother."

Closing his eyes and sliding home, the captain blurted, "I didn't say it!"

I was always taught that aesthetic opinions are: 1) highly subjective, and 2) best expressed out of the earshot of all vested parties. However, I have been told I have many old-fashioned ideas. This may be one of them. I will let the Wanderer be the arbiter. If so, there is another older theory — this one concerning stones, glass houses and the people who live in them. Wasn't it your hand that signed off on the design of *Profligate*? I have 'admired' that accretion of ad revenue



'Georgia', the Dolly Parton of boats.



From some angles, 'Profligate' doesn't look 'that' bad.

from many angles — at the dock, underway, backwinded and with a bone in her teeth — and I must say, for all her fine sailing qualities and comforts of home . . . well, I didn't say it!"

Aldred B. Chipman
Sausalito / The City

Aldred — We agree that it's bad manners to speak poorly of another's boat. However, we make light-hearted exceptions for examples of particularly wretched excess — such as *Georgia*, which was given the maximum interior volume, the tallest mast in the world, and was painted the most subtle shade of fire engine red.

Manners aside, we agree that aesthetics are somewhat subjective — but certainly not entirely so. We'd hate, for example, to simply dismiss qualities such as proportion and har-

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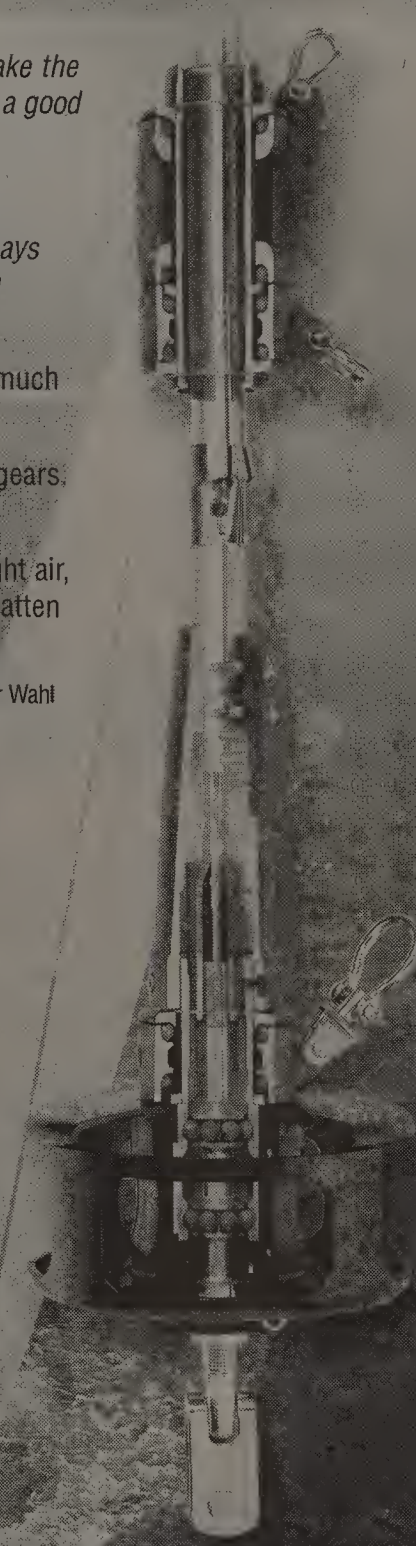
"There are many great reasons for having a furling system on your boat," says Dan Rondeau, Harken's furling expert. "But the best reason is that cruising shorthanded or with your family is easier."

SAFETY: Sliding around the foredeck while changing sails is risky and not much fun. A furling system lets you reef and furl headsails from the cockpit.

CONTROL: When entering a crowded harbor, a furling genoa lets you shift gears. You can see where you're going and easily control the speed of your boat.

FURLING & REEFING: If you can unfurl rather than hoist a large genoa in light air, chances are you'll keep sailing instead of motoring. Independent swivels flatten the sail as you furl, so you can point higher and sail faster.

Photo: Tartan 4600, Onne van der Wagt



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LETTERS

mony. After all, wouldn't you be a little hesitant to hire a designer who thought a Winnebago was more sleek than a Ferrari? Our belief in these matters was reinforced this June when we again stumbled across Georgia while she was stern-tied at the Monte Carlo YC. In truth, she's far from the worst-looking yacht in the world, but it's not attractive that everything about her is so maximum. Sort of like a ranch house that occupies 90% of a lot. Or Dolly Parton emphasizing her already extremely voluptuous figure.

Part of our belief in at least partially objective standards of aesthetics is that no multihull can look as pleasing as a well-styled monohull. Multihulls are inherently awkward-looking from any number of angles — although a few of the latest 60-foot racing tris are starting to look less so. Most multihull sailors would probably agree that their boats are primarily beautiful as a matter of function rather than form. For example, if you think *Profligate* looks rather massive and plain at the dock, we'd be the first to agree with you. But when she's doing what she was designed to do — effortlessly reaching across the Bay in the teens, without any of the 25 or more passengers wearing foul weather gear or spilling their wine, and raising money for non-profits at a clip of \$2,000/hour — she's lovely enough to us.

↑↓BEAUTY IS IN THE EYE OF THE BEHOLDER

I dropped some friends off at Sam's Anchor Cafe in Tiburon a few Sunday's ago, and as I motored out of the harbor I noticed a large catamaran heading up Raccoon Strait. I promptly changed course to admire *Profligate*. It was a pleasure to see her.

P.S. I'm an avid reader of *Latitude 38*. In fact, it's so awesome I always deliver a stack of them to my parents in Victoria, Canada.

Pavel Rozalski
Catalina 380, Crusader
Northern California

↑↓NOT A JEWEL TO BE ADORNED AND POLISHED

Thanks for the lovely ride on *Profligate* last Saturday. It was a delight to romp across The Slot with a couple of ladies in deck chairs while the few other boats around were reefed and their crews were concentrating on hanging on. It was a delight to sail with somebody who considers their boat a vehicle for going places rather than settings for their personal jewel, to be polished and adorned. Long may she continue to please you!

Bob Wilson
Northern California

↑↓ROLLER FURLING

How can I find how much difference there is in performance between roller furling mains versus regular mains? I know a roller furled main has its advantages, but does it perform as well?

Randy Ross
Ocean Beach

Randy — The main appeal of roller furling mains has always been convenience. Instead of having to flake them and put on sail covers, you just roll them up. Many early attempts at roller furling mainsail systems weren't reliable and didn't — in part because they didn't permit battens — provide very good sail shape. So performance suffered significantly.

It's a much tougher call these days, as some modern roller

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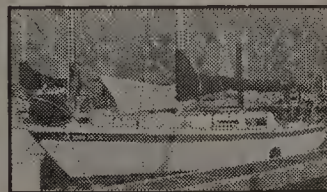
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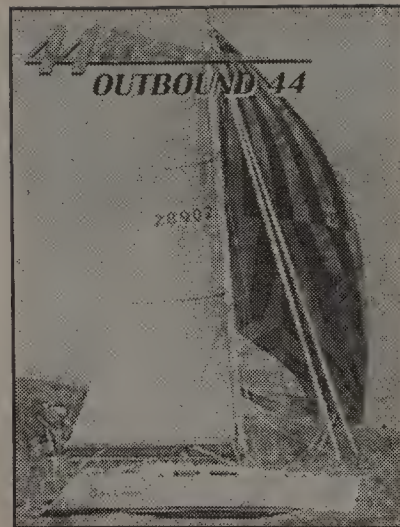
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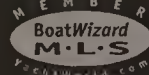
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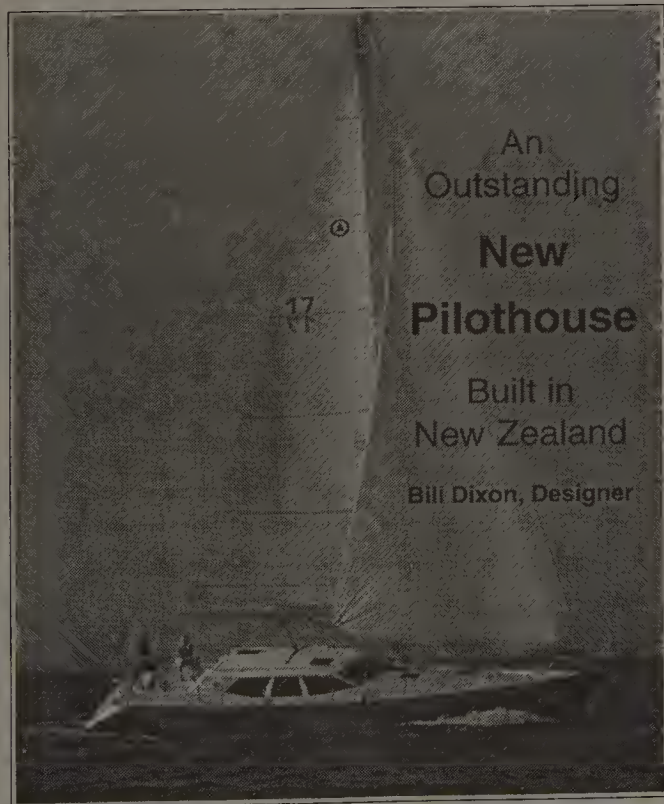
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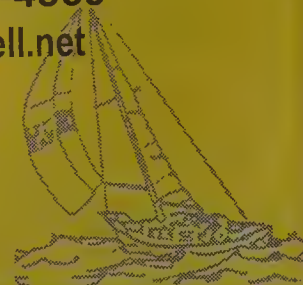
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LETTERS

• *furling mainsail systems permit the use of even full-battened mains and are capable of producing excellent sail shape. Nobody is going to use them on hot racing boats, of course, but some of them provide very decent sail shape. But it's impos-*



Roller-furled mains have come a long way.

sible to quantify the difference in performance because there are significant differences between various systems and what they're to be compared to. Perhaps the biggest drawback is that they are expensive.

HA-HA RETURN FLOTILLA

We will be joining the Ha-Ha this fall — but alas, will have to return to the Bay Area shortly thereafter. We still have some commitments here before we can permanently cast off late next year. We've explored trucking the boat home, but came to the decision to do the Baja Bash north sometime between late December and early January. This being our first 'Bash', we wondered if any other Ha-Ha boats were interested in forming a northbound flotilla. We would be happy to serve as a point of contact for any who may be interested in talking about it. Anyone who might be interested should email us at PhillipsSG@aol.com.

We'd also be happy to provide a bottle of fine wine — or any other reasonable bribe — to anyone willing to let us read their copy of *The Baja Bash* by Capt. Jim Elfers. The book is impossible to come by. We're looking forward to Halloween full moon sailing!!

Steve and Angelina Phillips
Fruitcakes, Catalina 42
Napa Valley

Steve & Angelina — We've put the word out. The nice thing about heading north in the middle of winter is that it's usually the easiest time to do it, as normally there is less wind and flatter seas. Nor is it uncommon to catch a southerly.

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We arrived in San Diego a few weeks ago aboard our Frers ketch *Quest*, after sailing from Rhode Island via Panama. We'd bought *Quest* 18 months before, and she'd come equipped with over 20 bags of sails, mostly by UK. One was an unused Tape Drive Passagemaker, a glued and laminated Kevlar headsail. It sure looked pretty, and as it had a foam luff, we decided it would be our working headsail for making passages. Over the next 18 months, we grew to love the sail, which had great shape and was strong. Unfortunately, while coming up the coast of Baja, it delaminated. All the seams came unglued and it was only held together by Kevlar tapes.

As the sail was two years out of warranty, I expected problems when I took it to the UK loft in San Diego. After taking a quick look, Charlie Gautier was quite critical of the construc-



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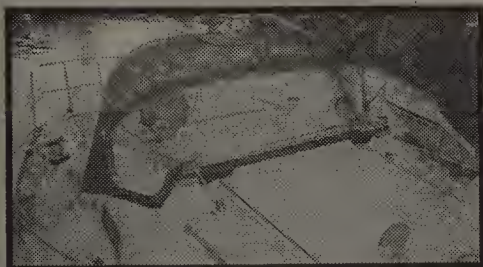
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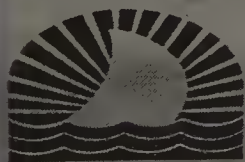
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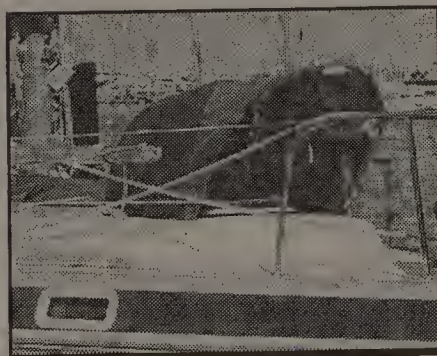
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LETTERS

tion. We left it with him, expecting that we'd have to write it off and go back to a conventional dacron headsail. When I phoned Charlie a few days later, I got a pleasant surprise: UK would fix it for us at no cost. I want to thank Charlie and UK Sails for standing behind their product. We have since used the sail to get to Ventura and have found the repair — with sewn seams — to work quite well.

John Shaw
Quest
Ventura West Marina

↑↓CONFORMING TO THE PUBLIC TRUST

I appreciate your coverage of the Richardson Bay anchor-outs and the BCDC. You have worked hard over the years to set straight the rather Jonathan Swiftian boats-as-fill argument.

I'd like to add that, far from being a community liability, anchor-outs save the lives and property of recreational boaters. We are fortunate to have people who live aboard their boats throughout the anchorage, as they are often there to help in the evening when most other people have gone home, or on weekdays when most people are working elsewhere. So your suggestion for concentrating the liveaboard vessels might not be as good as dispersing them. Incidentally, boaters who have been aided are often embarrassed, and would just as soon forget about these incidents, so nothing is ever heard. I believe those who live on anchored vessels conform to the public trust through their service, just as fishermen and others who live aboard commercial vessels do.

One more thing: I've been a Ham operator since 1960. Back then when Hams had the 11-meter band, I was very much in favor of its becoming the less regulated 'citizen's band'. Just tune into some CB channels if you wish to observe the anarchy that has ensued. Great! I'm still for CB radio, but the requirements for becoming a licensed Ham serve to maintain a standard that enables communication.

Derek Van Loan
Sailing Dinghy, Sleeper
Mill Valley

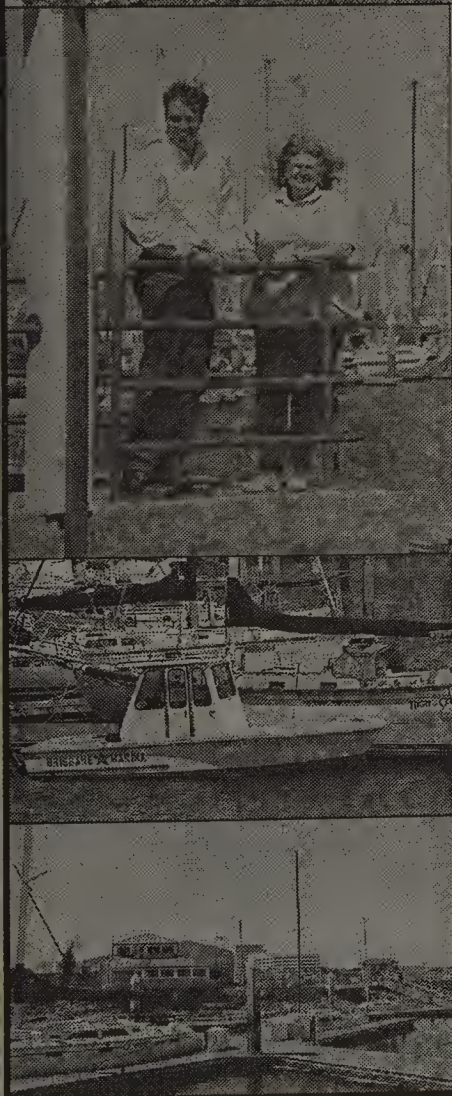
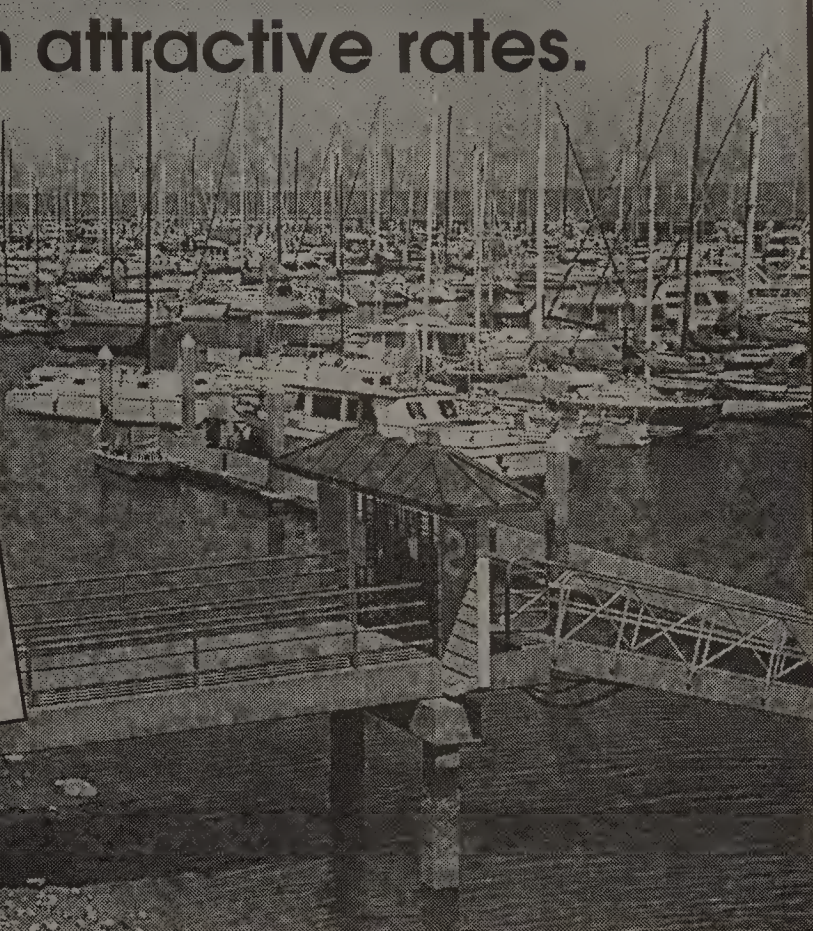
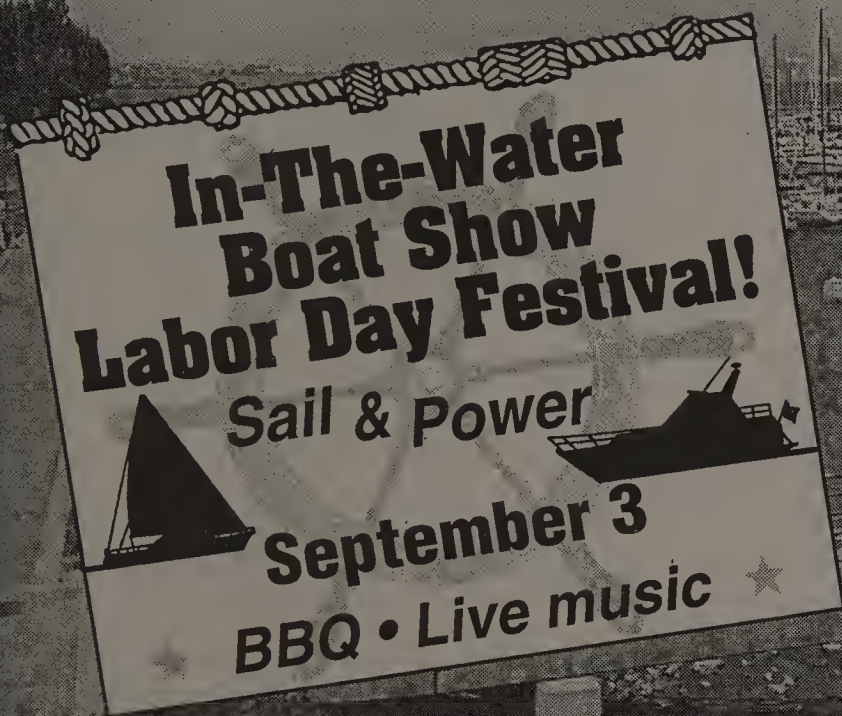
Derek — We fully support the concept of anchor-outs, but think the concept of 'anchor-outs as saviors of lives and private property' argument to be a little bit of a stretch. For one thing, it's been our experience that more anchor-out lives and property have been saved by recreational mariners than vice versa — at least on a per capita basis. We've pulled several anchor-outs from the drink over the years, and like you say, nobody makes a big deal of it.

When anchor-outs are taken as an entire class, it's hard to argue that they don't represent at least a little bit of a community liability. After all, there is no denying that inadequately moored ones get blown into other boats and/or ashore each winter, or sink in the Bay, forcing taxpayers to pick up the expensive tabs. Fortunately, there's a good, inexpensive and proven solution: mooring buoys. These would not only make the anchorage safer, but allow for more boats. Naturally, they would need to be supported ashore by dinghy docks and restrooms/showers.

Ever since our remarks in the last issue about anchor-outs, we've been approached by any number of them promising to write letters about where they stand on various issues. Since nobody has ever followed through, we've got 10 questions for anchor-outs, the answers to which would help everyone understand where everyone stands:

1) What facilities/policies would make your lives easier and

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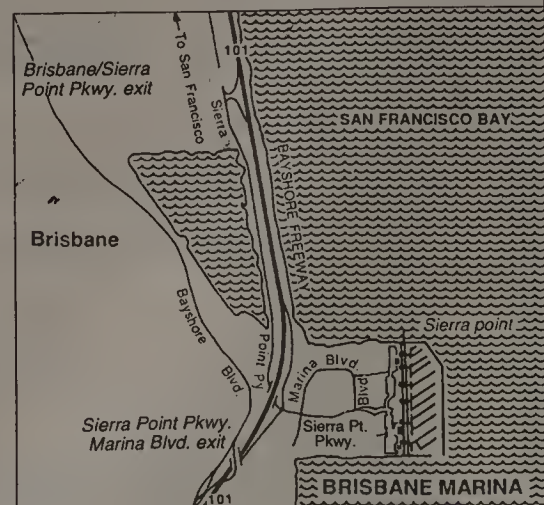
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LETTERS

better?

2) If an anchored out boat drags and damages another boat, or goes ashore and needs to be removed, should the owner be responsible? (The corollary, of course, is whether or not the owner of an anchored out boat should be able to be compensated if, for example, his/her boat were to be run down by the Golden Gate Ferry.)

3) Should vessels or floating objects on Richardson Bay be required to have state registration? If not required to have state registration, should there be some way in which the owner can be identified?

4) Should vessels or floating objects in the Bay be required to be capable of navigation?

5) Should individuals be allowed to use the Bay for the storing of vessels or floating objects? If so, should they be able to rent out space on these stored vessels or floating objects?

6) Should anchor-out dinghies be subject to the same provisions as dinghies for non-anchor-outs?

7) Should there be any boundaries on where boats and floating objects can be moored?

8) Should there be any ultimate limits on the number of boats allowed to anchor-out?

9) Should boats or floating objects be required to have minimum standards for anchors, or should there be mooring buoys?

10) What, if any, safety and pollution standards, should be required of anchored out boats?

WEALTHY CORPORATIONS VS. INDIVIDUALS

While the case might be made that a private residence on publicly owned open waters is akin to housing in public parks — as stated by Will Travis, Executive Director of the Bay Conservation and Development Commission — how is a liveaboard in a paid marina slip considered 'Bay fill' any more than the commercial marina itself? The marina pays public agencies for the opportunity to conduct business on publicly-owned waters, and the liveaboard pays the marina. Is it that a commercial entity — read: wealthy corporation — has more rights to the open waters than individual taxpayers? I think it's time for the BCDC to unambiguously acknowledge that they have no jurisdiction over liveaboards in commercial or public marinas, and to notify the marinas. Properly managed liveaboards add to the waterfront community in many ways.

J. Pluth
San Francisco

Executive Director Travis responds: "In response to an invitation from the editors of Latitude 38, I am planning on providing them with a more extensive discussion of BCDC's authority over boats. I hope that upon reading that article you will agree that there is a reasonable rationale behind the Legislature's decision to have BCDC exercise control over how the Bay is used, that BCDC does its best not to micro-manage marinas, and that the Commission has stretched the law as far as possible to accommodate people who choose to live on boats."

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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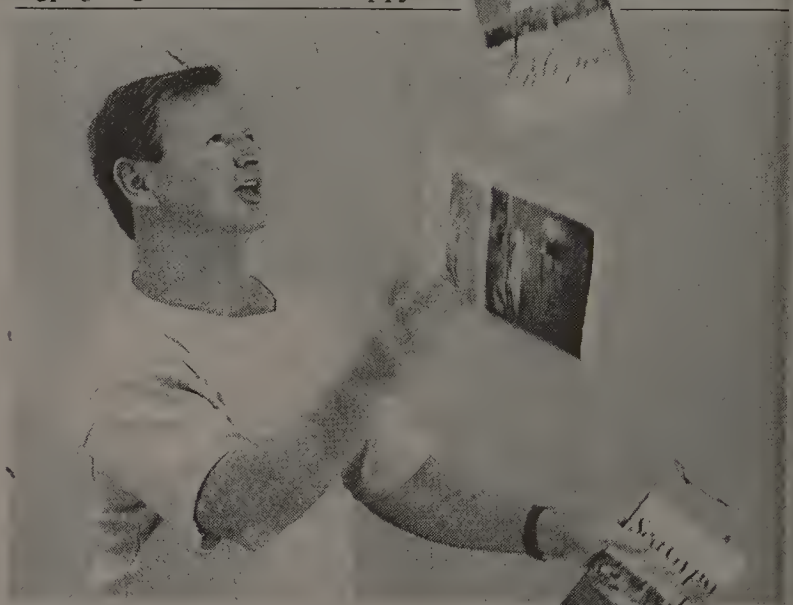
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LOOSE LIPS

R.J. hits the books.

Those of you who enjoy our *Gypsy Vignettes* will be happy to

periodic *Sea* know that



Ray Jason.

the majority of them have been compiled into book form. For those of you who have yet to discover them, we encourage you pick up a copy of *Tales of the Sea Gypsy* — with a caveat: the Surgeon General warns that Ray Jason's first book can be addictive, and poses a definite threat to the laugh muscle. You've been warned.

Ray is widely known as one of San Francisco's premier street performers — you can still catch his juggling act eight times a week at Pier 39. (He proudly notes that he continues to make the best of his political science degree by 'never holding a real job for the last 30 years.') Not so well known to the general public is his passion for sailing, particularly singlehanded cruising. He learned to sail on the Bay 20 years ago. Peter Sutter helped mentor him through the process, and he learned celestial navigation from Bernard Moitessier. In 1985, he found 'the' boat, a Farallon 29 he named *Aventura*. In 1992, he took off for extended trip which took him through Mexico, central America, San Blas, Cuba, the Bahamas and finally to Florida. He returned to the Bay Area only last year.

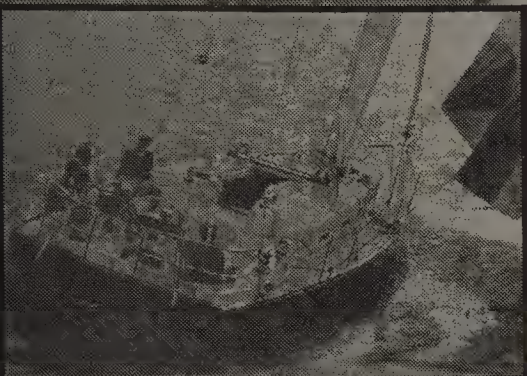
Through it all he wrote about the sailing life in the style of the yarn-spinners of old. Almost a decade ago, we saw one of his stories, liked it, and the rest, as they say, is history — or in this case, his stories. Twenty-two of the 25 'Vignettes' that have appeared in *Latitude* get encored here. All are universal enough that an Iowa farm boy would enjoy them, and so timeless Blackbeard would laugh his head off. But they'll ring clearest with sailors who have been to the great 'out there' and back — and those who dream about going one day. In many ways, these stories are what cruising is all about.

Tales of the Sea Gypsy should be available at nautical book outlets by the time this issue comes out. You can also order it through the publisher (Paradise Cay Publications, Box 29, Arcata, CA 95518-0029; www.paracay.com) or you can catch the ol' gypsy himself at the Armchair Sailor Bookstore in Sausalito (42 Caledonia, Sausalito) on September 8 from 1-4 p.m. and he'll even sign one for you.

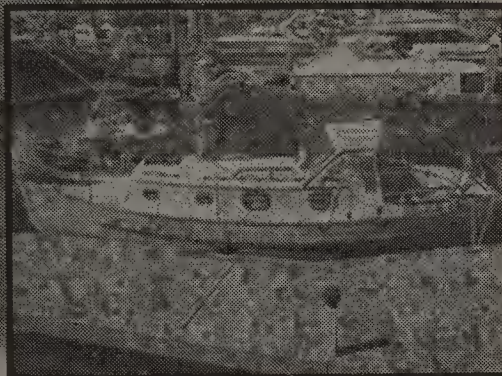
Eight bells.

We were saddened to learn right before presstime that Diana Chapman passed away. Along with husband Bill and a

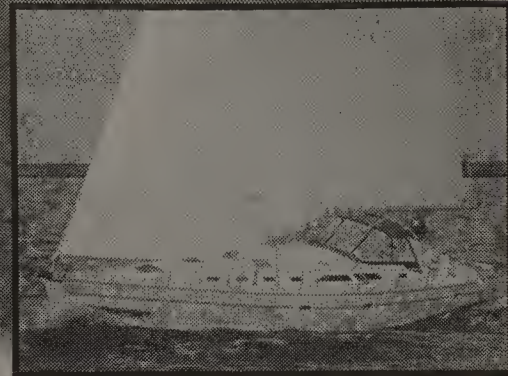
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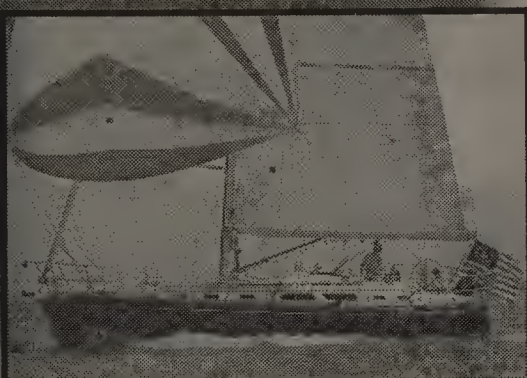
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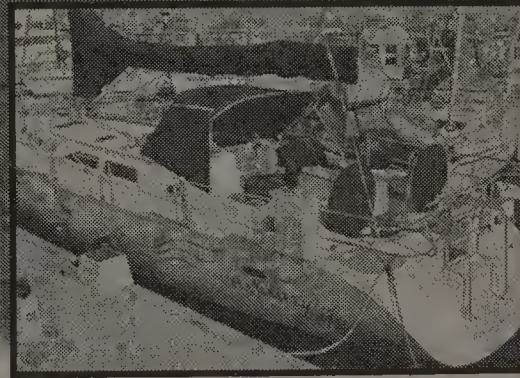
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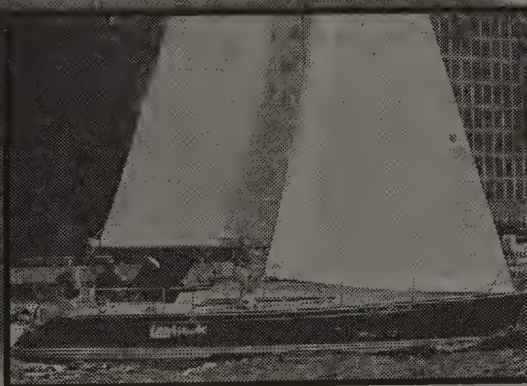


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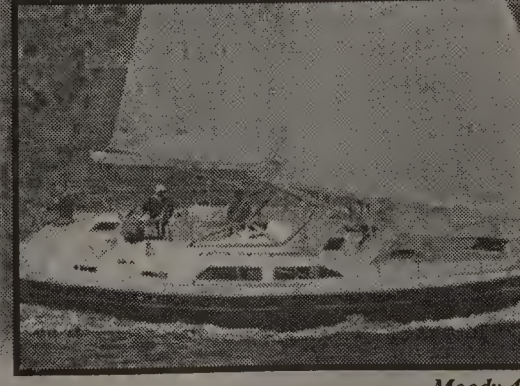
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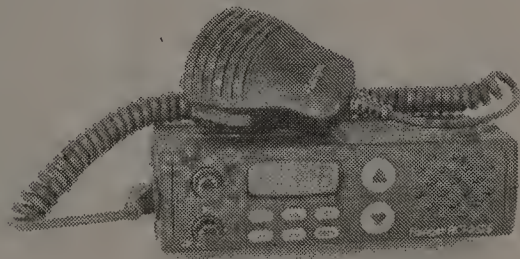
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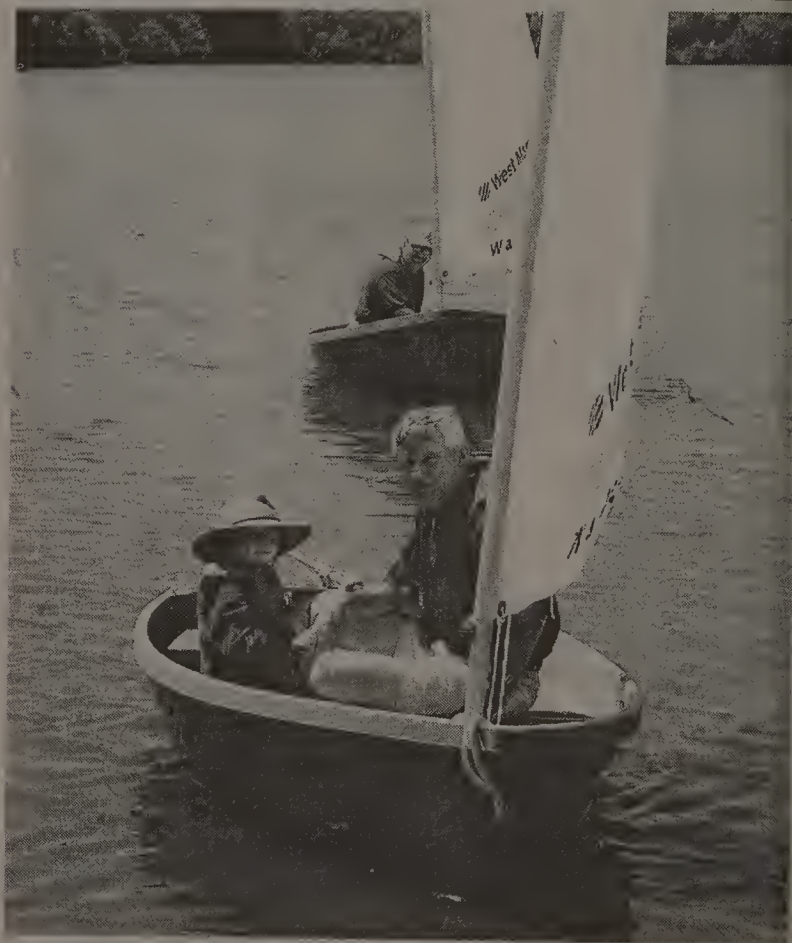
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LOOSE LIPS

series of boats all named *Bones* (the latest being the Swan 47 *Bones VIII*, on which the couple completed a circumnavigation in 1999), Diana has been a welcome and friendly face in the local yachting scene for decades. Our sincerest condolences to the Chapman family.



West Marine CEO Randy Repass takes a spin around Pinto Lake with a young skipper. He was on hand when West Marine and Walker Bay donated 10 of the little roto-molded dinghies to the City of Watsonville Parks and Recreation Department. The sailboats — as well as a chase boat donated by Avon and Mercury — will be used in a sail training program to be started for the mostly Latino residents of the area.

Off with their heads!

That's very well what Queen Lucie might yell when she realizes we have *once again* omitted her royal accomplishments from this issue. So we need to serve pre-notice notice here and now that Lucie Van Breen did indeed retain her crown as Queen of the Cans by competing in a different beer can race every night of the week. And we're going to tell you all about how she accomplished it — next month. Promise.

Lightning.

"A thunderstorm can contain the same raw power as an atomic bomb," points out Bob Adriance, technical director of BoatU.S. Marine Insurance. "It isn't that unusual for a boat to be damaged or even destroyed by millions of volts of electricity ricocheting around as it seeks a path to ground."

While lightning strikes *are* a bit unusual around Northern California, *Latitude* gets far and wide enough that we include BoatU.S.'s main tips for helping boaters protect themselves when lightning does threaten.

• In thunderstorm season, monitor the weather (including VHF weather channel). If you hear of any storm warnings for

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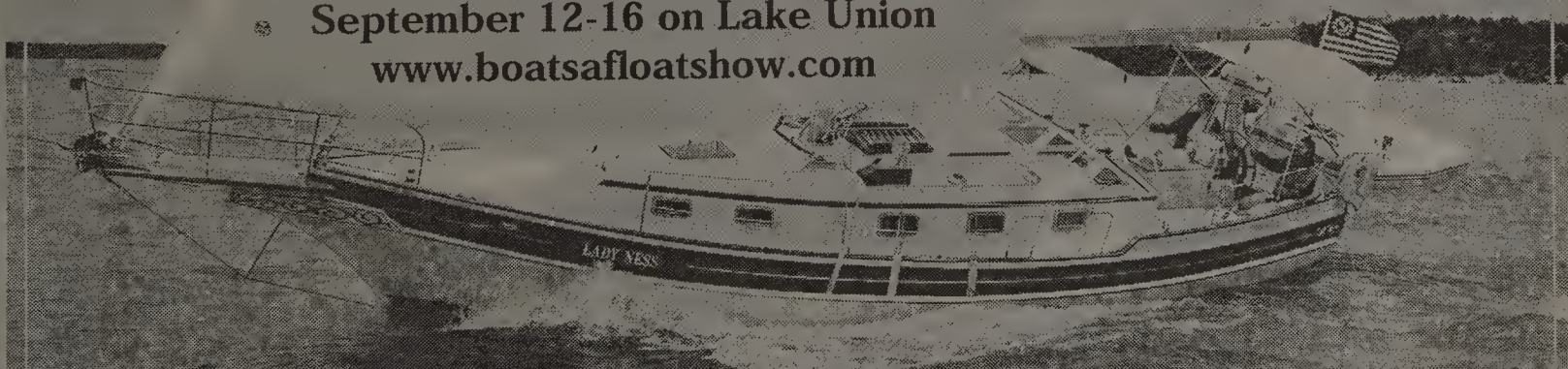
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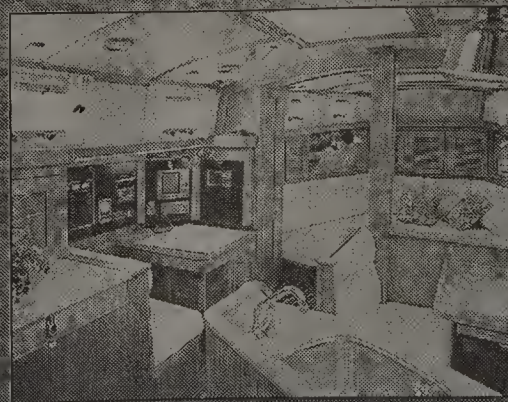
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Angelic fees.

On Saturday, May 12, after a great sail with guests, we pulled into the dock in Ayala Cove. When the Parking Enforcement Officer came by to collect the daily fee, we were surprised to learn the it has be *reduced* to \$3. (It used to be \$5.) We learned that the overnight mooring fee has also been reduced — to \$5, down from \$10.

The Officer told us the reduced fees are because "too much money has accumulated." While I love to see prices go down, this is absurd! The fees were already too low, and now the collection expense will be far greater than any fees collected. But, perhaps in bureaucratic logic, it makes sense.

Perhaps one of your crack investigative reporters can learn more about this.

— roger and mona elliott,

Cherokee Eagle

Roger and Mona — Or maybe we could all just sit back and enjoy the trend.

Newport news.

Just read the *Lectronic Latitude* article on the Dana Point and Newport Harbor Patrols. I just wanted to echo some of the positive things you said about them. We just recently sailed our boat back home to Newport Beach from Canada, and were very pleasantly surprised by the reception we got from the Newport Harbor Patrol. It seems like the further south you go, the more crowded it gets, and the hassle and expense for temporary mooring increases. Knowing how crowded Newport Harbor is, when we needed to look for a temporary spot to put our boat, we were expecting an experience somewhere between performing a circus act (jumping through hoops) and being mugged. What we got was a total "can do" attitude from an incredibly friendly and professional staff. Need a mooring at 11 p.m? No problem! They cost \$5 a night, and you can stay for 20 days. Place to put the dinghy? Sure, use the dingy dock! How about a place to fill the water tanks? Easy! Use the guest dock! How refreshing it is to find a government agency staffed with *real people* who provide solutions for your problems, not just more bureaucracy! Thanks Captain Kasules, and congratulations on your great team! Your attitude obviously permeates all the way through your organization.

— Paul Prioleau

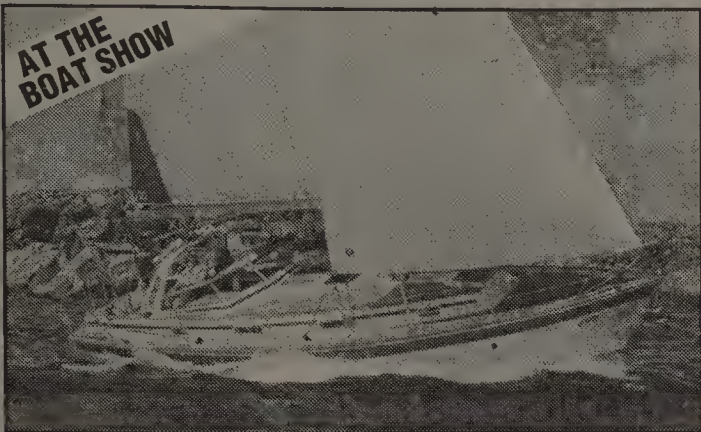
Islander 40 Tikehau

Readers — For more on Newport Harbor, see the feature elsewhere in this issue.

See you in November.

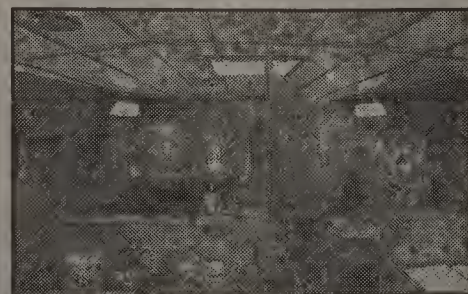
Mickey is at the Trinidad & Tobago Yacht Club (thanks to the kindness of Jean Stampfli), and will be staying here waiting out the hurricane season until the first week in October. Then I'll be heading out for final leg of my journey. Just 1,500 miles to Ft. Lauderdale and I'll have the world record as the oldest person to circumnavigate solo. I look forward to sharing a glass of South African wine with my wife, Lynda, and all our faithful supporters on the 18th of November, sometime

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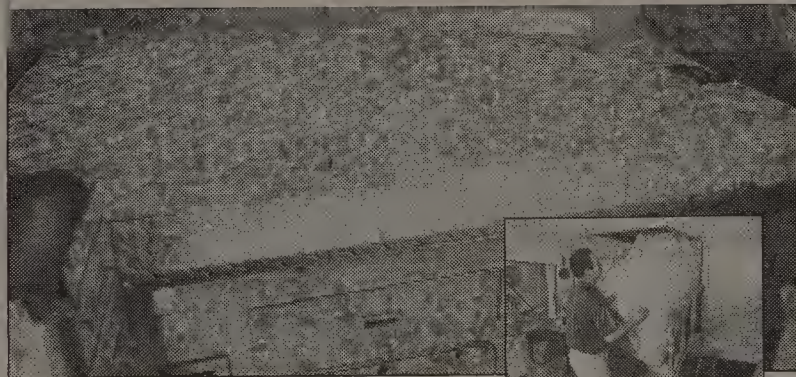
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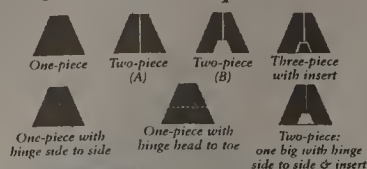
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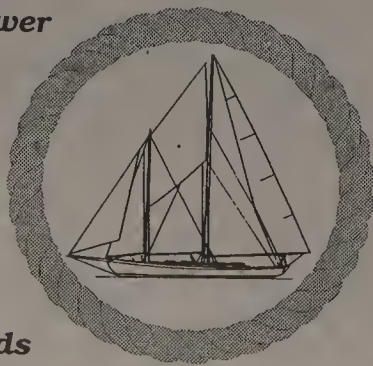
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LOOSE LIPS

in the early afternoon at the Lauderdale Marine Center.

It's truly been one of the most exciting times of my life making this circumnavigation, but also one of the most difficult and certainly at times the most lonely. There were times when I must have quit a dozen times a day, but then other times, when the weather was decent, when it was really quite pleasant and I knew I was in the right place. *Mickey*, the boat purchased in Cape Town thanks to many of you, has proven to be outstanding. It's small enough to handle and very tough, and I really have enjoyed sailing it from Cape Town.

— david clark

Giant trimaran debuts

About the time Cam Lewis' 110-ft supercat *Team Adventure* snapped off a bow a day out of New York on her Atlantic record attempt, a new contender was hitting the water. This time it's a giant trimaran, the preferred weapon of French 'extreme' sailor Olivier de Kersauson. So far, Kersauson is perhaps best known for his several attempts — and success — at the Jules Verne round-the-world nonstop sailing record. He currently holds that mark of 71 days, 14 hours, although the time was unofficially bettered in the recently completed The Race by Grant Dalton's 110-ft *Club Med*.

The new Prevost/van Peteghem-designed machine is 69 feet wide. It will carry a 130-ft rig and weigh 20 tons.

Code named *K2000*, the boat was due to be christened in late August. After sea and crew trials, de Kersauson and 12 crew will once again set off into the watery wilds in pursuit of the holy grail — or at least *this* holy grail — of sailing.

Did you know. . . ?

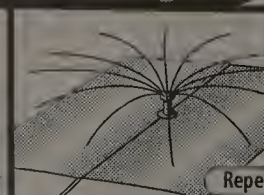
The fabled 50-knot barrier has yet to be broken by a sailboat. But you know who first punched through it in a powerboat? None other than T.O.M. Sopwith, the wealthy British visionary who mounted several America's Cup campaigns and whose last boat, the magnificent J-Class *Endeavour*, lives on today. Sopwith created the nimble Sopwith Camel, the first British fighter plane of World War I. He also conceived the Hurricane fighter of World War II and predicted the modern Harrier 'jump jet' of today. But his passion was restoring Britain to 'ruling the waves' by winning the America's Cup. In 1934, with *Endeavour*, he very nearly did, but the boat was lured into a trap by American skipper Sherman Hoyt and ultimately lost the series. It's said that, even on the eve of his death at the age of 101, Sopwith was still talking about the fact that the race committee refused to hear the ensuing protest.

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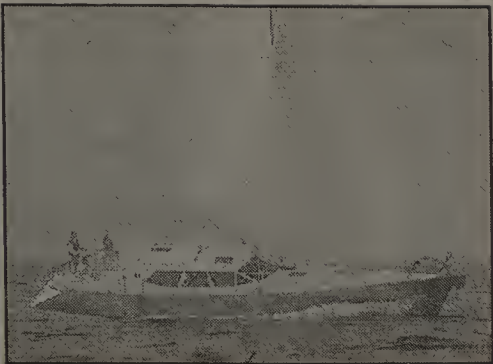
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cruiser attacked in sea of cortez

Shocking news came out of Mexico in mid-August: singlehanded cruiser Bob Medd was attacked by two men who boarded his boat in the Sea of Cortez. The two robbed him, knocked him unconscious, cut his throat and left him for dead.



Bob Medd.

The attack occurred on August 12 as Medd, a 53-year-old Canadian, was headed from Santa Rosalia to Isla San Francisquito aboard his Aloha 34 *TLC*. Medd had started the trip in company with fellow singlehander Bob Willmann aboard his Islander 37 *Viva*. The two buddy boaters had met in Banderas Bay last December and had traveled in company with each other more often than not ever since.

After leaving Santa Rosalia, Medd needed to charge *TLC*'s batteries, so he took a rhumbline course, motor-ing at about 4 knots. Willmann, meanwhile, went further offshore for better wind and a better sailing angle. The two kept in touch via VHF until about 6 p.m., at which point they were out of radio range. Willmann arrived at San Francisquito at 7 a.m. on Monday. He waited 24 hours without hear-

ing any word from *TLC*. He assumed that Medd had been a victim of his boat's mysterious electrical glitches, and had returned to Santa Rosalia for repair. "Bob Medd is a very experienced, competent, resourceful sailor," says Willmann, "and *TLC* is a well-found yacht, so I wasn't at all worried." With the only alternative being another roly day and night at anchor, *Viva* left for Bahia de Los Angeles on Tuesday.

The above facts were provided to us by Bob Willmann. The rest of this report is a conglomeration of (often conflicting) information from different sources — but primarily from Willman and cruisers Ken Mayer and Susie O'Keefe of *Wishful Thinking*, all of whom talked with Bob in the hospital after the incident. Ken and Susie had met Medd and Willmann at the end of July. They were also involved in the effort to salvage *TLC*.

About 9 p.m. on Monday, August 13, *TLC* was motorsailing about five miles offshore. Most reports say that two men in their 20s or 30s came alongside in a *panga* and asked for water. (Here's the first point of conflict. A Canadian friend of Bob's says he told her he was below and never heard the intruders until they were aboard.) At any rate, he was confronted in the cabin by one man who grabbed his wallet and the boat's 8-inch serrated bread knife and demanded *dinero*. When Medd told them they had all his money, now get off the boat, the guy with the knife started slashing at him. A struggle ensued and Bob remembers receiving a gash on his wrist. The fight ended when the other man hit Bob on the forehead with a heavy object, possibly a rock, knocking him unconscious. The throat slashing apparently took place when he was out cold.

The men took his wallet, some other money they found and several electronic items. Then they departed, leaving *TLC* underway with the sails up and engine running.

The next thing Medd knew, he was coming to, awakened by the boat bumping ashore. It was the next morning — and he was covered with blood. "It was everywhere," he said. "I thought it was from my nose or face because my throat didn't hurt." He says his head "felt kind of loose," but he assumed the feeling was also due to the blow to his face.

He grabbed a few items including a bottle of water and flare gun, went ashore and started walking. He drifted in and out of consciousness in the heat of the day. At some point he reached up to feel around his neck and only then made the horrific discovery that his throat had

continued on outside column of next sightings page

norcal fall

This month's Northern California Fall Boat Show, scheduled for September 8-16 at Jack London Square, is expected to be the 'best of the best' NCMA shows ever.

Celebrating its 30th year in 2001 (and its 10th at Jack London Square), the show has now grown to more than 100 boats in the water, another 250 on trailers and some 100 booths under the 'big top' displaying every manner of marine electron-

'TLC' on the beach in Baja. Late word out of Mexico just before presstime was that the two men who attacked Bob Medd had been caught.



boat show

ics, boat engines, marine upholstery, clothing, deck hardware, accessories, services, vacations and insurance that you can possibly imagine — and doubtless a few you never imagined before!

This is a combined sail and power show, so expect crowds of boaters of every persuasion looking for those 'end of season' deals. New yachts from the U.S.

continued middle of next sightings page

attack — cont'd

been slashed from ear to ear. At that point, he expected he was going to die, and reportedly made his peace with God.

Medd periodically cooled himself in the water. He passed out over and over again but the waves splashed into his neck wound and jolted him back to consciousness with burning pain from the salt.

Late on August 14, Medd was found by two octopus fishermen who transferred him to a Mexican Navy vessel that was passing offshore. The Navy ship brought him to the hospital in Santa Rosalia on Tuesday evening.

continued on outside column of next sightings page



KEN MAYER

attack — cont.

Cruisers in Santa Rosalia saw the Navy ship arrive, but didn't learn the details of Bob's ordeal until late the next day. As they gathered to go to the hospital, a local police official came by and told them Bob was doing well and that the whole thing had just been an accident! "We breathed a collective sigh of false relief," says Ken. He, Susie, Greg and Penny of *Long Tall Sally*, Candy of *Celere*, and Lindsey of *La Otra* were then driven to the hospital in the back of Marina manager Ricardo's pickup truck — where they learned the awful truth.

"All of us were allowed into Bob's room at the same time," says Ken. "He was able to talk and was actually quite animated" (although the drugs he had been given may have had something to do with that). "The doctor told us that he had never known anyone to sustain such a severe injury to the throat and survive."

Bob had by then spoken with his family and the Canadian Consulate, which made arrangements to get him a temporary passport and fly him back to Canada ASAP. These arrangements became confused somewhere along the line. Instead of flying, his son-in-law was located in Las Vegas on vacation. The son-in-law, Chris Dusseault, then drove down to Guerrero Negro — which is about midway down the Pacific side of Baja — where he was met by Mexican Immigration officials, who had driven Bob north. Dusseault then turned around and drove back to California, ostensibly to get Bob on a Canadian-bound airplane in San Diego. For reasons that are not clear (a 16-hour drive and severe infection in his throat wound doubtless had something to do with it), Bob ended up in a hospital in San Clemente. Doctors there couldn't believe he was still alive, either. It was there that the American media caught up with him, and he gave several interviews to newspaper and TV reporters.

Medd finally made it home to Calgary where, at this writing, he was still listed in serious but stable condition. Persistent infections were delaying reconstructive surgery, but eventually that will be performed to reattach severed muscles and tendons. Obviously, the throat wound was not deep enough to do what the attacker had intended. Bob was somewhat embarrassed to be told that it was probably his double chin that saved his carotid artery — and his life.

Meanwhile, back in Mexico. . .

The news of the attack on Bob Medd spread rapidly among the cruising community. Two vessels heard about it while en route through the same area as the attack, and one of them, *Spray Venture*, was able to head inshore and locate *TLC*. They were unable to land at the time because of the rocky and shallow nature of the spot at low tide. On the 19th, Ken and Susie on *Wishful Thinking* were able to get ashore, get a GPS position and take photos. They then sailed over to Bahia San Francisquito where they discussed the possibility of a salvage operation with other cruisers in the anchorage. On August 20, *Spray Venture*, *Elan*, *Jabula* and *Wishful Thinking* returned to the location, anchoring just north of the wreck site, then dinghying over to the beach.

Unfortunately, they found *TLC* severely holed on her port side and therefore not savable. They also found that someone had been there before them, as all small items such as canned goods, other provisions, utensils, blocks and loose hardware, propane — even the stove and anchor — had already been removed. Over the next couple of days, the cruiser salvors retrieved a bunch more items, including a Ritchie pedestal compass, parts of the Profurl unit, a 22-lb Bruce anchor and 300 feet of 5/16-inch chain. If Bob gives the okay, those items will be sold and the proceeds donated to a trust fund which has been set up to aid in his recovery.

Many personal items were also recovered, including a half dozen photographs still tacked to the salon bulkhead. These, along with all of the photos Ken took of the boat on the beach were 'burned' onto a disk and sent to Bob with the hope that he will be able to utilize them to generate some cash possibly through speaking engagements.

There has been a good bit of conflicting 'official' comment over this incident. For example, one of Bob's daughters was advised by Mexican

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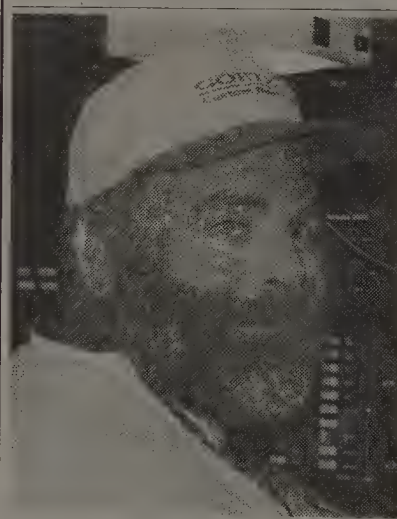
boat show

as well as around the world will be on display, including several 2002 models making their west coast debuts.

For those of you interested specifically in sailboats, plan on checking out lines from Hunter, Beneteau, Catalina, MacGregor, Bravaria, Jeanneau, Dufour, Gib'sea, Island Packet, X-Yachts, Wauquiez, Sabre, Tartan, Moody and many others. If you're just interested in 'hopping up' the current hot rod, a plethora of dinghies, outboards and diesel re-powering options will be available. One of the really great things about a show like this is that most of the manufacturers are there — so it's one-stop shopping — plus the guy manning the booth is often the president or founder of the company. You can get the best deal and the best information!

war

When we ran into *Pyewacket* boat captain Gregg Hedrick at KKMI last month, he was stoked about his recent 10.5-day



Gregg Hedrick.

delivery from Honolulu to San Francisco. "It was so easy — my fastest and best one ever!" claimed Gregg, a veteran of 12 return trips (and 19 other passages in the 'right' direction). "We hit every-

thing just right. *Chance* started two days ahead of us, but we beat them to KKMI by half a day."

We began wondering if this was a new return-trip record from the islands, but — sorry, Gregg — it turns out not to even be close. Our panel of local delivery experts (Skip Allan, Robert Flowerman and Commodore Tompkins) agree that while *Pyewacket* wins this year's reverse 'Barn Door' ('back door?'), the record still belongs to *Sagamore*, which came back from the '96 Kenwood Cup in eight days and

— cont'd

Special events this year include sails on "a vintage bluewater sailing yacht" and a demonstration of air-sea rescue techniques by the Coast Guard.

But perhaps the best new feature of this year's Fall Boat Show is the schedule — nine straight days with full weekends on either end. Even if you snooze, you can't lose with that arrangement!

Show hours are noon to 6 p.m. weekdays and 10 a.m. to 6 p.m. Saturdays and Sundays. Admission is \$8.50 for adults, \$3.50 for kids 6-12 and free if you can convince them you're under six. Discount coupons are available in most marine outlets, as well as in the advertisement for the show in this issue. You can also get more information on the show by calling (800) 698-5777, or logging onto www.ncma.com.

stories

change. Wow!

We also asked out panelists what their personal best time has been on this well-worn delivery route. Tompkins reported that he has brought "about 15 boats" home over the years, with his fastest trip on the BOC 50 *True Blue* — a few hours over 10 days, with no engine and doublehanding with his now-wife Nancy. Flowerman's best was on the maxi *Falcon 2000*, also after the '96 Kenwood Cup — a few hours under 10 days. "We had some *huge* day's runs and very little motoring that year," said Robert, who lists 18 trips over and 19 back.

Skip Allan, a veteran of six deliveries back, made it from Kauai to Santa Cruz in 10 days, 22 hours in 1991 aboard the SC 70 *Mirage*. However, he's proudest of his 1987 trip in *Wildflower*, his Wylie 27 — 16 days even, which may well be the singlehanded record. Skip also reminded us of one of the funniest delivery stories ever: Back in 1955, the big 85-ft schooner *Seadrift* was motoring through the Pacific High when, far off on the horizon, they spotted the smoke from the Matson liner *Lurline*. The *Seadrift* crew launched their tender, a 16-ft speedboat, and were soon waterskiing around *Lurline* in the middle of the ocean. "I guess the passengers on *Lurline* went @&\$*ing nuts trying to figure out where these guys came from and where they were going," laughed Skip.

Any other Hawaii-mainland delivery records/stories out there?

attack — cont.

officials that the boat had been towed off into deep water and sunk. According to Ken of *Wishful Thinking*, it has not. A Mexican AM radio station out of Constitucion reported that the two attackers had been captured before the week was out. Ken says this is doubtful. In Santa Rosalia, at last report, officials continued to insist that what happened was an accident and there were no suspects.

However, while some officials might have seemed clueless or non-caring, others reportedly went above and beyond the call of duty to personally help Bob out, including bringing him food while in the hospital (he was able to swallow a *torta*), translating for him and helping him on his way north. According to one report, the Navy was also very attentive to the incident and is said to be "approaching a probably impossible investigation" with the utmost seriousness. The Mexican population in general is said to be aghast over this brutal attack.

The incident has turned the normally open and friendly Mexican cruising community on its ear. Cruisers, particularly in this area of Baja, are buddy boating more, locking their boats more — and keeping bottles of water filled and at the ready to hand off to the *pangueros* without having to leave the cockpit. (Mexican fishermen requesting water from cruisers is common.) Any *panga* that approaches one of the boats at anchor is carefully watched by all of the other boats in the anchorage. Often, a VHF call is made to confirm that everything is okay. To further heighten fears, an 8-horse outboard motor was liberated from *Spray Venture* while at anchor in Santa Rosalia, and several cars have been broken into and/or stolen from Puerto Escondido.

Attacks on cruisers while they are on their boats in Mexico are rare, but not unheard of. A couple of years ago, Blair Grinols' *Capricorn Cat* was boarded and robbed in the middle of the night off Bufadero. Nobody was injured. About 20 years ago, a couple were attacked and robbed in Turtle Bay. The woman jumped overboard, but her husband later died of multiple knife cuts inflicted by the robbers.

We're pleased to hear that cruisers are not blowing this incident all out of proportion — although it's only natural that they are being extra cautious for the moment. "What happened to Bob will not cause my paranoia to run rampant or send me running back stateside to lock myself behind a security gate," says Ken. "However, we can't help but look suspiciously at the *panga* that approaches us for water. Or the *panga* that passes nearby in the night. Or at the locals who, a mere week ago, were all considered to be our friends and we theirs."

Curiously, several local *pangueros* were unaware of the attack — until cruisers told them! Lynn of *Sapphire* spoke at length to two fishermen the following afternoon. She explained what had happened and that many of the cruisers were now leary of approaching *pangas*. "She wanted them to understand our concerns and expect different responses to their visits, at least for a while," says Ken.

Bob Medd, a Canadian Navy veteran and recently-retired barge driver, was a year into a planned 10-year cruise. *TLC* (sometimes ironically nicknamed "tough luck Charley") was not insured, and everything Bob owned was aboard. Ever optimistic, Medd is reportedly already talking about getting out there again when he heals up.

A trust fund has been set up to help Bob with medical bills and perhaps a bit toward another boat. Anyone wishing to contribute can make checks out to the Robert Medd Trust Fund and send to trustee Cheryl Brown, 2819 Lakeshore Pl., Victoria, BC V9B 5T5, Canada.

volvo round the world race

Last month, the sailing world was riveted by the America's Cup Jubilee. But three weeks from now, their attention will shift to the Next Big Thing — the eighth running of the Volvo Ocean Race, formerly known as the Whitbread Race. The 32,250-mile, nine-leg, nine-month adventure gets underway on September 23 from Southampton, England,

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SIGHTINGS

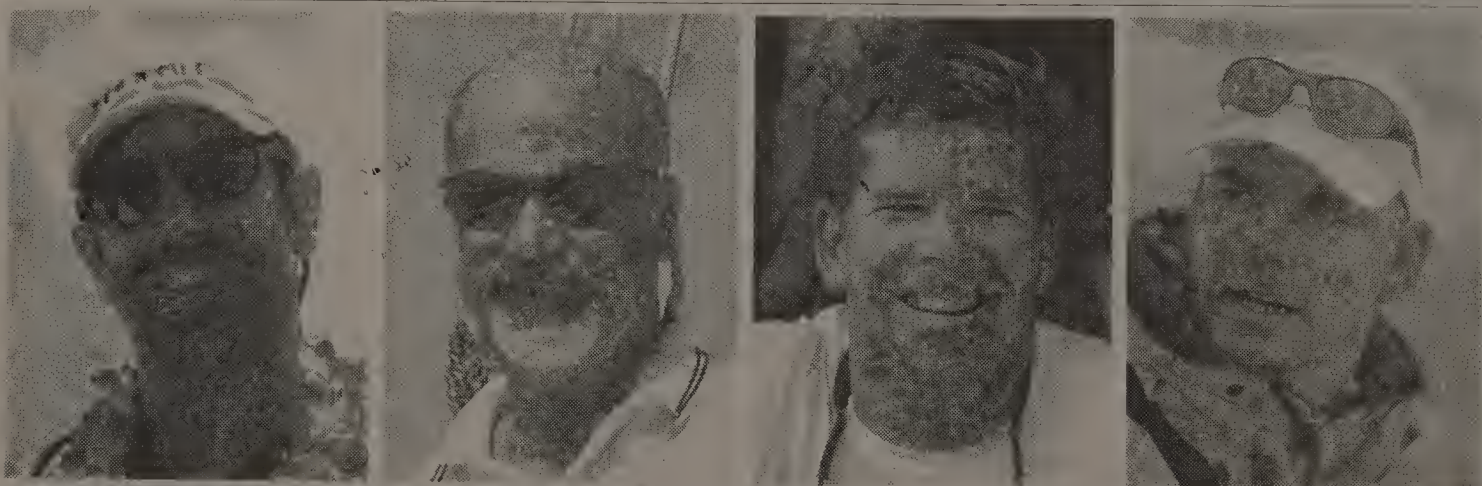
volvo race — cont'd

and eight new 64-foot water-ballasted racing machines will answer the starting cannon.

Though the attendance is down from ten entries in the '97-'98 race, and unfortunately there is no American entry this time, the quality of the boats and their 12-man crews is undeniably the highest ever. A few small changes (carbon fiber mast and booms, a new Code 0 rule allowing more power than before) have been augmented by one *big* change — each of the legs will now count one point, as opposed to the aggregate time scoring of past races. To make it interesting down to the wire, the Volvo Race now includes three sprint races out of the last four legs, with the finish this year in Kiel, Germany. That should be convenient if John Kostecki's German-flagged *Illbruck*, the pre-race

one of 'them',

Christa was looking so lovely on the sunny August day the photo on the following page was taken that it took us a second or two to realize she was a Westsail 32. As backhanded as it may seem, we mean that as a compliment to her skipper, not as a slam to the boat. Westsail 32s are great boats, it just takes an experienced sailor to get the most from them



'Local heroes' in the Volvo include (l to r) Mark Rudiger, Dee Smith, Keith Kilpatrick and John Kostecki. Spread, 'illbruck Challenge'.

favorite, indeed wins the race.

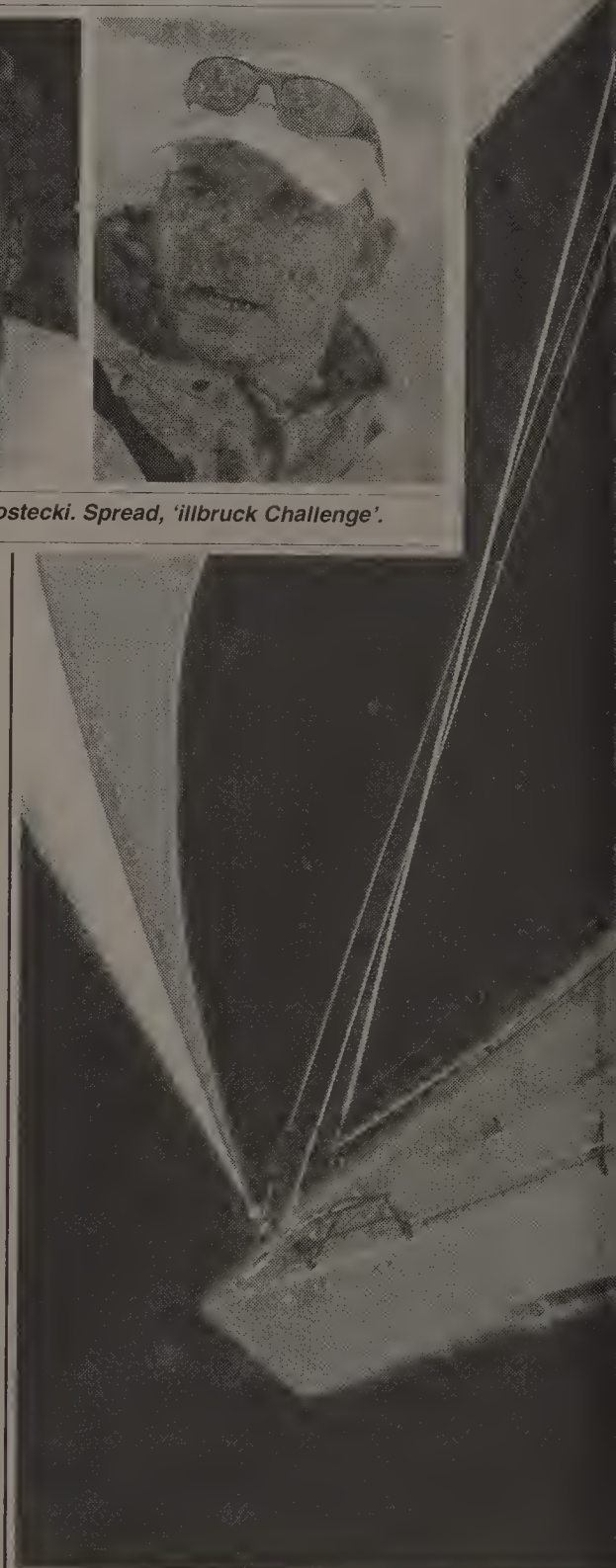
Here's a quick scouting report on the fleet:

Assa Abloy (Sweden) — Skipper Roy Heiner (NED, *Brunel Sunergy*) and co-skipper/navigator Mark Rudiger (USA, *EF Language*) have put together a two-boat program, building identical Farr designs — a conservative approach — at Green Marine in Lymington, England. Swedish sailing icon Magnus Ohlson, another *EFL* vet, is involved shoreside. This syndicate has been two-boat testing their mostly unpainted boats out of Gothenburg, Sweden, since May. They have been slowly appointing an international crew, among them Klas Nylof (SWE, *EFL*). Assa Abloy is the world's leading lock group.

Djuice Dragons (Norway) — Knut Forstad (NOR), who skippered the Farr-designed *Innovation Kvaerner* to a disappointing finish in the '97-'98 race, has boldly taken his project to Laurie Davidson, the Kiwi designer renowned for downwind flyers. *Djuice Dragons* had two identical Davidson boats built at Cookson Boats in Auckland, launching back in March. The syndicate trained in Miami, and Forstad picked the boat he wanted back in June. His crew includes navigator Jean-Yves Bernot (FRA), tactician Ed Baird (USA), Stig Westergard (DEN, '99 World Soling champ). *Djuice.com* is a mobile internet portal.

Illbruck Challenge (Germany) — John Kostecki (USA, *Chessie Racing*) and his talented crew are universal pre-race favorites — and for good reason. *Illbruck* bought Cayard's two *EFL* boats after the last race and began two-boat testing back in '99. They've trained seemingly everywhere (Spain, Southern Ocean, East Coast), and were the first to start using the now-legal carbon masts and new Code 0s. They have seemingly unlimited funds and a hugely talented crew, including co-navigators Juan Vila (ESP) and Ian Moore (UK), watch leaders Stu Bannatyne (NZL) and Mark 'Crusty' Christensen (NZL), and other race vets. After months of development with the ex-*EFL* twins, *Illbruck* opted for a single new boat, a Farr design built by Killian Bushe in Germany. *Illbruck* is a German conglomerate.

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one of 'us'

performance-wise.

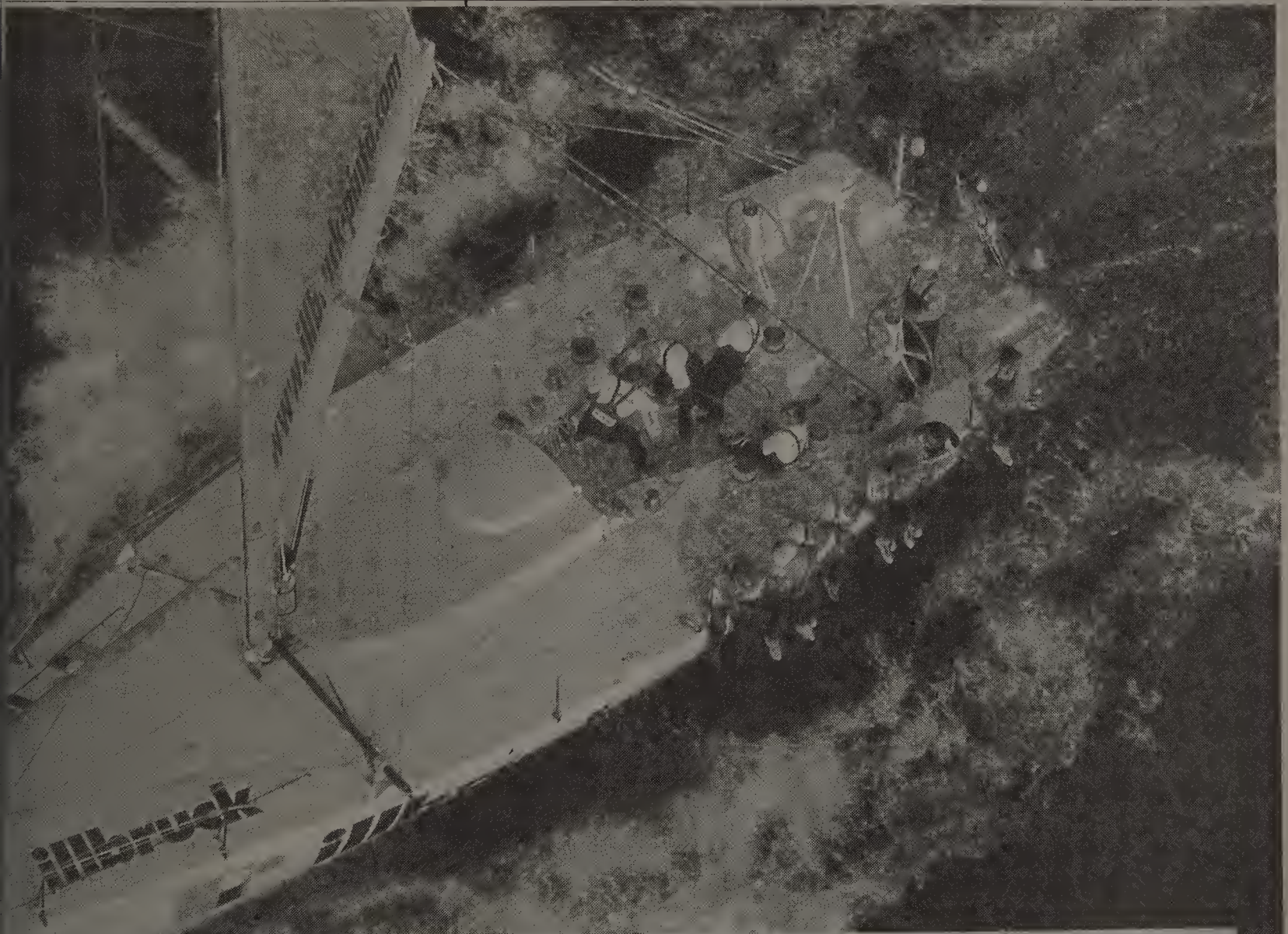
Christian Allaire certainly has experience. The 34-year-old Philadelphia native has been sailing on and off his entire life, starting with rides on his grandfather's Downeast 38 off Long Island. He's owned several boats of his own, but fell under the spell of the Westsail only about 10

continued middle of next sightings page

volvo race — cont.

Nautor Challenge (Finland/Italy) — It's no secret that Grant Dalton's syndicate, which is entering two boats, is running behind the other six teams. But if anyone can pull a rabbit out of his hat, it is Dalton, a hard-charging Kiwi who has done five previous Whitbread's and most recently won The Race with *Club Med*. Currently, *Nautor Challenge* is still testing their two boats in the Med, the Frers-designed *Amer Sports* and the Farr-design *Amer Sports Too*. Dalton and his squad — including co-skipper Bouwe Bekking (NED), navigators Roger Nilson

continued on outside column of next sightings page



2001-2002 Volvo Race Schedule

<u>Leg</u>	<u>Course</u>	<u>Miles*</u>	<u>Start</u>	<u>ETA</u>
1	Southampton-Cape Town, South Africa	7,350	September 23	October 23
2	Cape Town-Sydney, Australia	6,550	November 11	December 4
3	Sydney (via Hobart)-Auckland, NZ	2,050	December 26	January 3
4	Auckland-Rio de Janeiro, Brazil	6,700	January 27	February 19
5	Rio de Janeiro-Miami, USA	4,450	March 9	March 27
6	Miami-Baltimore/Annapolis, USA	875	April 14	April 17
7	Baltimore/Annapolis-La Rochelle, France	3,400	April 28	May 11
8	La Rochelle-Gothenburg, Sweden	1,075	May 25	May 31
9	Gothenburg-Kiel, Germany — FINISH	250	June 8	June 9

SIGHTINGS

volvo race — cont.

(SWE, *Swedish Match*) and Jean-Yves Bernot (FRA), watch captain Dee Smith (USA, *Chessie*) and helmsman/trimmer Keith Kilpatrick (USA) — will get to choose whichever boat they feel is faster. An all-women team led by Lisa Charles McDonald (USA, *EFL*) will get the 'slow' boat, much like the *EFL* arrangement last time. McDonald's crew includes Katie Pettibone (USA). Nautor, the maker of Swans and the builder of both boats, is sponsoring the team with Amer Sports and UBS.

Team NewsCorp (New Zealand) — Skipper Jez Fanstone (UK, *Silk Cut*), with funding from Rupert Murdoch's global media company, has put together a mostly Kiwi team for his one-boat (Farr/Cookson) program. Key crew include navigator Nick White (NZL, *Yamaha*), co-navigator and team manager Ross Field (NZL, *Yamaha*), and Steve Cotton (NZL, *Toshiba*). Their boat is apparently fast and the afterguard is gelling well, as evidenced by their recent victory over three other V-60s in the 608-mile Fastnet Race. *News Corp* finished 21-minutes ahead of

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one of us

years ago, under most unusual circumstances.

A career Coast Guardsman, Allaire was stationed on the East Coast during the big Nor'easter that eventually gained fame as *The Perfect Storm*. He wasn't involved directly in any of the rescues in the book, but through reading the 'after-action' reports, he found out a lot about the Westsail 32 *Satori*, whose helicopter rescue was covered by *Perfect Storm* author Sebastian Junger.

"After the three people were taken off, *Satori* survived the storm and came ashore on a sandy beach almost unscathed. I thought to myself, 'Now there's



— cont'd

a seaworthy boat!" Further research revealed the ongoing legacy of these tough little cruising boats — and that you could actually find affordable ones if you kept an eye out.

Which is exactly what he did. He found 'the one' just prior to his reassignment from Coast Guard Station Lake Tahoe to Coast Guard Group San Francisco about two and half years ago. He has been sailing her almost every free day he's had since. *Christa*, hull #475, was built in 1975 and has already done some cruising under previous owners. When Allaire retires from the Coast Guard — six years

continued middle of next sightings page



Christian Allaire puts 'Christa' through her paces in Raccoon Strait.

WWW.BLUEWATERPICTURES.COM

volvo race — cont'd

Illbruck; *SEB* was a distant third, followed by *Assa Abloy*. But don't read too much into the Fastnet Race results — in '97, Cayard and *EF Language* booted the Fastnet, and everyone wrote them off!

Team *SEB* (Sweden) — Gunnar Krantz (SWE), who sailed the dark horse *Swedish Match* to third in the last race, is back with half a dozen of his *Match* mates, including watch captains Matt Humphries (UK) and Rodney Ardern (NZ). Marcel van Triest (NED) will be the navigator. After training in Portugal with *Silk Cut* and *Toshiba*, *Team SEB* took delivery of their single new boat, a Farr design they supposedly tweaked a bit in secret while it was being built by Richard Gillies/Tim Smyth, the same Swedish builders who created the *EFL* twins. Their deck layout is geared towards easier sail handling in the shorter, sprint races — which now count the same as the 5,000 mile marathon legs. *Team SEB* placed first among the seven Volvo 60s in the Gotland Runt, followed by *Djuice* and *Assa Abloy* (the other boats were older 60s). *SEB* is a European finance group.

Team *Tyco* (Bermuda) — Kevin Shoebridge (NZL) has been a key player on *Steinlager*, *NZ Endeavour* and *Merit Cup*, and finally is getting the opportunity to skipper his own boat in this race. He has assembled a top international crew, heavy on Brits, including navigator Steve Hayles (UK). This is another solid one-boat program (Farr/Goetz), and it performed well in a 12-day informal race across the Atlantic with *Illbruck* (which beat them by a mere 11 minutes) and *News Corp*, which was third. *Tyco* is a global manufacturing company.

Sadly, Quokka Sports — the website that did such a fabulous job of covering the last race (and redefined the term 'burn rate') — is no longer with us. The good news is that you can still follow the action daily on www.VolvoOceanRace.org. Of course, we'll bring you monthly summaries as well. Fasten the seatbelts on your Barcaloungers, this promises to be another wet and wild ride!

boat of many colors

When veteran Bay sailor and racer Glenn Isaacson ordered his latest boat, he presented designer Carl Schumacher with two criteria. "I wanted two boats in one hull," says Glenn. "The first was a daysailer that could easily be shorthanded by my wife Gaby and me. The second was a club racer that was both competitive, and comfortable enough for my aging crew."

Some designers might have rolled their eyes and shown Isaacson the door, but Carl and Glenn go way back as both shipmates and friends. They met when Isaacson campaigned his last boat, the *Express 37 Re-Quest*, and quickly gained a quiet respect for each other. ("Glenn and Gaby are both fine people," says Schumacher of the Isaacsons, "and the '85 Cabo Race we did together is still one of the most pleasant, memorable sails of my life." Of Carl, Isaacson says, "As a designer, his work is extraordinary; as a sailor, he has a very fine hand.")

Another appeal to Schumacher was that Isaacson had admired his line of Alerion Express sloops (the AE 22, 28 and 38 are built by Tillotson-Pearson in Rhode Island for mostly East Coast buyers) on a trip back east and wanted the new boat to have that sort of traditional look. The similarities ended there, however. The underbody of the new boat is thoroughly modern, as are its strong and lightweight building techniques and carbon fiber rig.

Schumacher's boats range from a foot-long model he built at age 12 (design #1) to the quarter-tonner *Summertime Dream* of the late '70s, the hot one-design *Express 27* and *37* of the '80s, to more recent creations such as Sy Kleinman's 54-ft racer *Swiftsure* and Jim and Sue Corenman's globe-girdling 50-ft 'performance cruiser' *Heart of Gold*. When it came time to put Isaacson's new boat out to bid, design #62 ended up at Ian Franklin's boatshop in Christchurch, New Zealand.

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SIGHTINGS

q — cont'd

Franklin had previously built the Schumacher-designed 40-ft *Recidivist* and 46-ft *Surprise*, so Carl knew that Glenn and Gaby would get a top-quality job. He might also have predicted that Franklin would take an instant liking to the Isaacsons (who flew down a couple of times to see the boat taking shape). That new friendship was reflected in special little interior touches like a Kauri-wood counter and 'Q' shaped mirror frame.

Aside from these niceties and an enclosed head, however, *Q* really has no interior to speak of. If Glenn and Gaby want to spend the night aboard, they can do it on their motorboat *Quistella*. Incidentally, the new boat's name is descended from the Isaacson's previous boats whose names all featured 'Q' words — *Quest*, *Re-Quest*, *Questuary* and *Questella*. "We just ran out of 'Q' words," laughs Isaacson. He got another chuckle when he realized the international Q flag is yellow — a pale version of the color that coats the new 40-footer.

Q was offloaded from a freighter in the Estuary on the evening of July 3. Although not particularly superstitious, Glenn and Gaby took

one of us

and counting — he assures us she'll be doing a lot more.

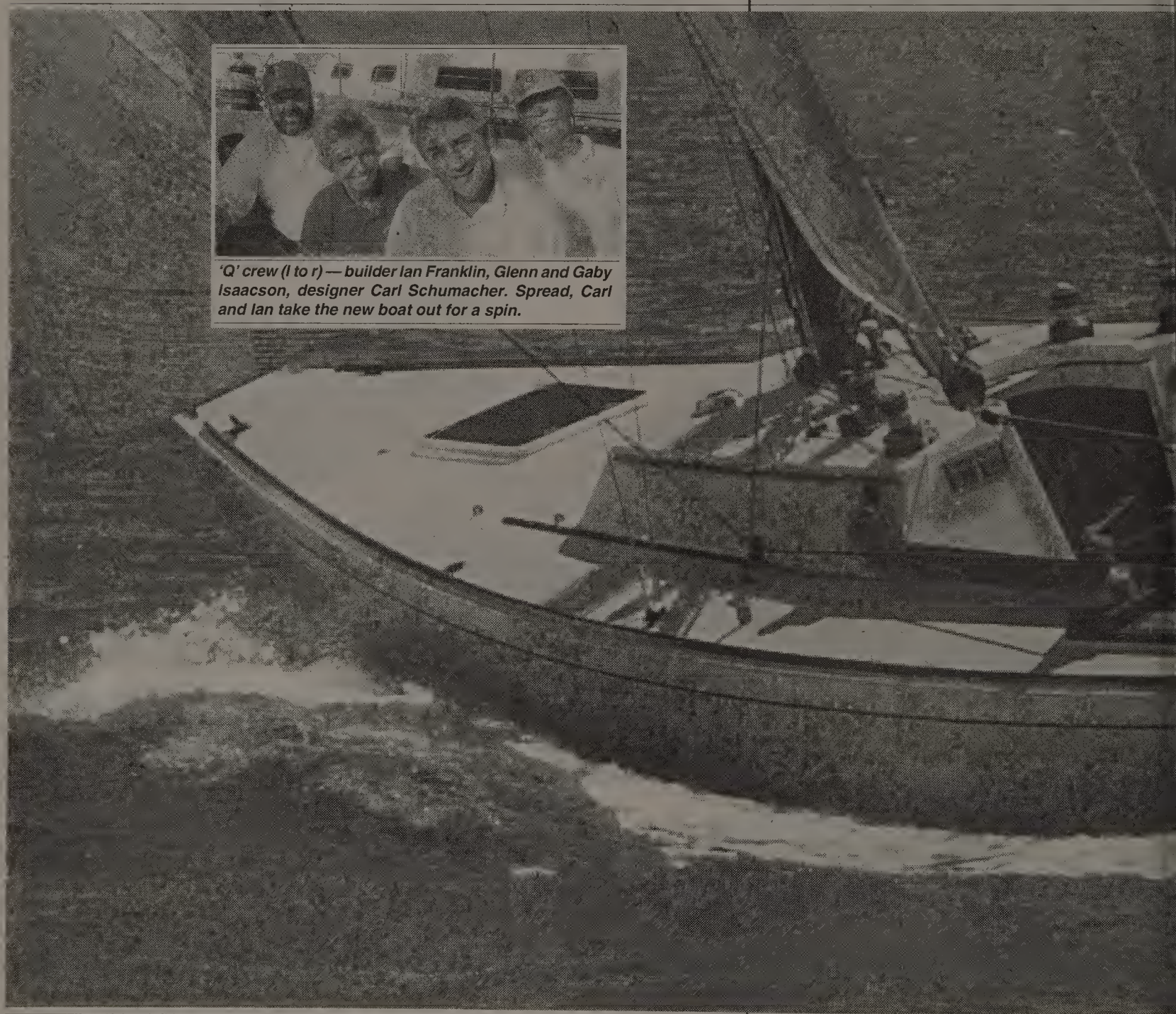
By the way, Bosun's Mate 1st class Allaire works as a Search and Rescue Controller on Yerba Buena Island. He is the first point of contact — the first guy you talk to on the radio — for boaters who get in trouble. He determines the level of severity of the distress call and what assets should be launched in response.

Out of curiosity, we asked where sailors fall in the SAR spectrum.

"Generally speaking, I would say sailors are the most tuned-in of any mariners. Because they need to know the wind and tides, and by nature are more into solving problems themselves, we have the



'Q' crew (l to r) — builder Ian Franklin, Glenn and Gaby Isaacson, designer Carl Schumacher. Spread, Carl and Ian take the new boat out for a spin.



— cont'd

least contact with them — within Bay waters. I'd say on average only one call in 10 is from a sailboat.

"On the flip side, if we get a call from a sailboat offshore, it is usually a much more serious matter."

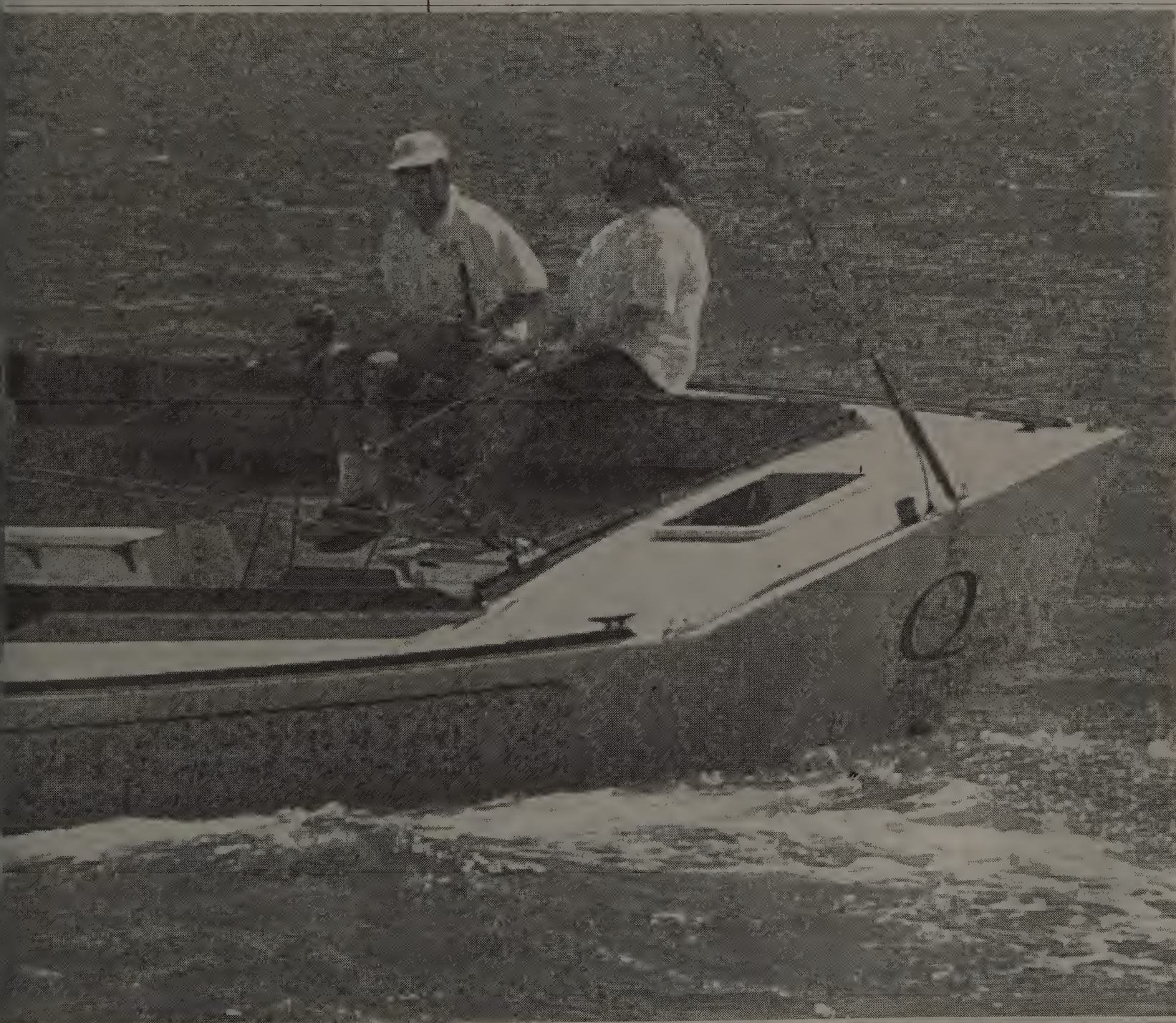
For Christian, the only thing serious about sailing *Christa* is his passion for the pursuit. "I really love sailing," he says unabashedly. "I always have." In fact — he doesn't want this to get around or anything — but he admits that on rare occasions he has even sailed to work: "I've sailed from my slip in Sausalito over to Clipper Cove, anchored and taken the dinghy in to work!" he laughs, adding, "Hey, it beats driving!"

q — cont'd

it as a good sign that as the boat touched water for the first time, an early Fourth of July fireworks display ignited overhead.

The boat was completed at KKMI Boat Yard (a Sparcraft carbon mast and boom and Pineapple sails rounded out the package) and took her first brief sail around dusk on July 13. The first 'official' sail took place when she raced in the PICYA Championships the next two days, winning the Big Lipton division for San Francisco YC. "The first time we ever saw the spinnaker was at the weather mark!" says Glenn. A few days later, Glenn and Gaby took the boat out for a test drive in her 'civilian' configuration. Though at first intimidated, Gaby soon found *Q* the perfect size for a couple sailing San Francisco's sometimes boisterous waters. (The boat will be even easier when it's fitted soon with a self-vanging 'jib boom' — one that's easily removable for races.)

All in all, says Isaacson, Schumacher scored a direct hit with *Q*. "So far, I'd say that she's exceeded all my expectations," he notes. The only sort point so far is one that Glenn will hopefully get used to: "My cheek muscles hurt from grinning so much."



SPREAD AND INSET: LATITUDE/ROB

showdown in monterey

Tim Taddo's trip from his homeport of Moss Landing over to Monterey in early August started off well enough. But on Saturday the 4th, he found himself on the wrong end of a gun, facing down a man who wanted to hijack his boat!



Tim Taddo.

Taddo, a 50-year-old Safeway meat department manager, has owned and enjoyed his 1983 vintage Catalina 36 *Wind Spirit* since January. About a month ago, he put her on the market. A few folks had looked at her, but no serious offers had been made, so in early August he informed his broker that he was taking a few days off to relax and see friends in Monterey.

On Friday, the day after he arrived, the broker called and said he had a fellow interested in seeing the boat — could he come by in Monterey and take a look? Sure, said Tim. No problem.

Tim and his friend Joe were having cocktails in the cockpit when Robert Copeland arrived. Introductions were made and he came aboard and started looking around. 'Bob' didn't seem to know a whole lot about boats, but it was a lovely day and he seemed like a decent-enough sort. He finally left when Tim started hinting around that a lady friend would soon be arriving and he had to get cleaned up.

"The next morning, I wake up and pull up the drapes and there's Bob looking down at the boat from the parking lot," says Taddo. "I turned around to start the coffee, and when I looked back, he was gone." Tim still had Copeland's phone number in his cellphone (from when the latter had called asking for directions) so he called and asked if Copeland wanted to come down and have another look at *Wind Spirit*. "He said he did but had another boat to look at and he would like to meet around 11:30 a.m.," says Tim. Again, no problem.

Taddo then left the boat to get some breakfast. When he returned, well before 11:30, there was Bob standing beside the boat. There was a briefcase in the cockpit, which Tim thought nothing of as he climbed aboard. But that suitcase down in the main cabin got him to wondering what was going on . . .

"That's when he nudged me from behind and said, 'Get in — you're going to take me somewhere,'" says Taddo. "I went down the steps into the cabin and turned around to find him pointing a .45 caliber semi-automatic pistol at me. He said, he 'needed to go up north near Santa Cruz to meet someone.'"

"My response was, 'Hey, just take the boat.'"

Bob then allegedly said that he would have to tie Tim up. "It didn't take a rocket scientist to figure out that would have been the worst situation to be in," says Tim. "So I told him I'd take him where he needed to go."

Copeland then reportedly asked Tim if he could start the boat's engine from below. "That clued me in that he knew nothing about boats and needed me to skipper him out of there," says Taddo. Tim says Bob also reminded him that "the gun was loaded and cocked, and that he'd hurt someone yesterday and would do it again."

Tim told the gunman that no, he couldn't start the engine from below. He had to go back to the wheel to do it (which was true). Copeland said he'd stay in the cabin "with the gun pointed at me so I didn't try anything," says Taddo.

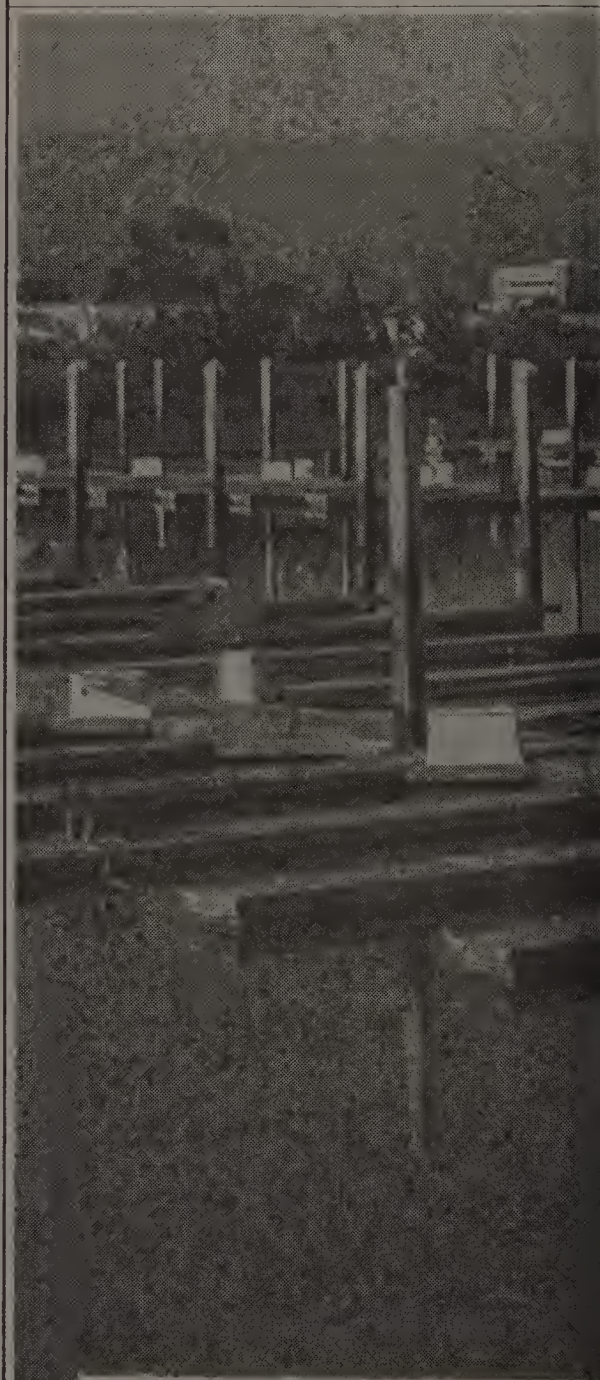
Tim walked calmly aft, grabbed the stern rail — and dove headfirst into the water, swimming under three boats before coming up between the third boat and the dock. He immediately started yelling to some people across the way that the guy on his boat had a gun and to call the cops. By that time, however, witnesses say the gunman was running down the dock to his car, briefcase in hand. He left the suitcase

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alameda plan may

"ALL RIGHT!" was our first reaction when we heard about the newest proposal for the old Alameda Naval Air Station: an 800 to 1,000-berth marina. Sounds pretty nice, doesn't it? It's just part of a proposed plan by the Alameda Point Community Partners, the organization chosen on August 9 by Alameda City Council to develop 660 'dry' acres of the base, and a 115-acre marina. Also part of the plan is a 100-200-berth area for 'Washington-State style houseboats', whatever those are.

'Preliminary' is the key word here, how-



End of one era, beginning of another — as Redwood City's Peninsula Marina stands empty awaiting removal, a new marina in Alameda may soon be on the drawing boards.

include new marina

ever. APCP president Tom Gamble politely informed us that it's *way* too early in the process to start talking about any serious plan. Even if the Navy began its mandated toxic cleanup tomorrow, a new marina could be a decade or more away.

Alameda NAS, which occupies the geographical center of the San Francisco Bay Area, was purchased by the Navy in 1936, for \$1. A victim of the huge government 'hit list', the base was closed in April, 1997.

showdown — cont'd

behind.

Taddo returned to his boat and the police arrived a short time later. He handed the suitcase out to them — "It was very heavy, maybe 80-85 pounds," he says. They zipped open an outer panel to find literature on the gun and an extra clip full of bullets. Tim doesn't know what else was inside, as they took the suitcase away.

Robert Copeland, 52, was picked up a week later, hiding in sand dunes under a tree a short distance from where the attempted hijacking took place. He is currently in custody.

Taddo feels what happened to him should be a warning of sorts to other boaters who are in the process of selling their boats. "Let the broker show the boat," he says.



SIGHTINGS

local boys make it big — really big

The other day we were thumbing through a copy of *Yacht Design*, the kind of ritzy yacht interior magazine that only Italians could dream up. As we paged through, we came across the accompanying artist's rendition of a 400-ft yacht being built for an unspecified client. We'll bet you a nickel she's being made for Larry Ellison of Atherton, the guy behind Oracle Software, *Oracle Racing's* America's Cup Team, the 235-ft motoryacht *Katana*, the 192-foot motoryacht *Ronin*, and the Farr 84 sloop *Sayonara*. The giveaways for us are the distinctive outward curving windows. We've only seen them once before, on *Eco*, which Ellison renamed *Katana* after buying her. In fact, the new boat looks exactly like a bigger version of *Katana*.


If our suspicions are correct, Ellison's new yacht would be the largest American-owned private yacht in the world. Currently that distinction — if that's the correct word — belongs to telecommunications magnate Craig McCaw of Seattle, who also runs the *OneWorld* America's Cup syndicate. His 354-ft *Le Grand Bleu* looks like half a cruise ship and half a cargo ship. His 118-ft Frers daysailer *Extra Beat* is over in

continued on outside column of next sightings page

tallships

A half century ago maritime writers were lamenting the steady demise of traditional sailing craft. But in recent years there's been an amazing resurgence of interest in the time-honored techniques of traditional marlinspike seamanship. Today, practically every nation in the western world maintains at least one sail training vessel for Naval or Merchant Marine cadets. There are also an increasing number of 'tall ship' sailing opportunities for regular folks of all ages, both in North America and Europe.

If you'd like to have a look at this fascinating world of varnished spars, tarred rigging and square-cut sails, make note that a major tall ship event will take place along our coast during the summer of



We didn't catch the name of the boat, but we sure got a kick out of this bowsprit spotted in Cowes last month.

2001-2002

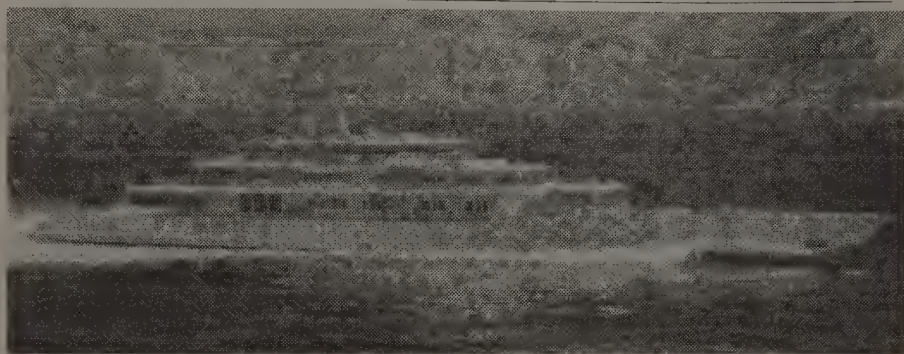
2002. Dubbed the Tall Ships Challenge, proposed West Coast stops are Victoria, Seattle, San Francisco, Los Angeles and San Diego (between June and August).

For further details on both events, check out the American Sail Training Association website at www.tallships.sailtraining.org. The San Francisco events next summer are being organized by Sail San Francisco, which has many volunteer opportunities, even now, and, of course, is eagerly seeking donations of any size to make the Bay's festivities as successful and memorable as possible. Call (415) 447-9822 for details or check out their website at www.maritimeheritage.org/tallships/home.html.



local boys — cont'd

Cowes kicking butt in the America's Cup Jubilee. (Brother John McCaw, by the way, owns the third largest American-owned private yacht, the 303-ft *Tatoosh* — although she's reportedly for sale.) Another contender



for the throne is Paul Allen, Microsoft co-founder, who has tossed in \$20 million or so with the *OneWorld* syndicate after McCaw was no longer able or willing to fund it entirely on his own. Allen, who currently owns a mere 200-ft yacht, reportedly paid \$5 million for a berth in Antibes for a new yacht he's having built.

When it comes to worldwide rankings, Ellison's new yacht would be about the fifth biggest — and third biggest of modern yachts. King Fahd of Saudi Arabia owns the longest, the 482-ft *Prince Abdul Aziz*, which rarely if ever leaves Jeddeh. It has its own mosque. The third longest private yacht, the 462-ft *Al Salamah* is actually the biggest in terms of tonnage, because she's 76 feet wide. She's also owned by a Saudi. The 478-ft *El-Horia*, third longest, is evidence that such enormous private yachts are not a modern phenomenon. She was constructed in England for the Khedive of Egypt way back in 1865 — the same year President Lincoln was assassinated! She is currently owned by the Egyptian government, which apparently has no greater need for the massive funds necessary to man and maintain such a yacht. While Ellison's new yacht may only be the fifth largest in the world, she will certainly be the best looking of the big ones. In addition to looking sleek, she'll have a top speed of 42 knots.

West Coast billionaires also have a penchant for the biggest sailboats in the world. As we've reported several times before, Silicon Valley's Jim Clark is having Huisman build him a 292-ft schooner to be called *Athena*, to supplement his 152-ft *Hyperion*, currently the second largest sloop in the world. The schooner won't be finished for several more years. Then there's Thomas Perkins of Belvedere, who is reported to have just purchased an unfinished 285-footer from the Perini-Navi yard in Turkey. It will be his third Perini-Navi, and is not to be confused with his 1915 vintage 135-ft Herreshoff schooner *Mariette*, widely considered to be among the most spectacular yachts in the world.

If you were sailing on San Francisco Bay in the '70s, you probably raced against Kiwi Ron Holland, who spent several years here. In the late '70s he burst into the forefront of yacht design with the historic 40-ft *Imp* for Dave Allen of Belvedere. Regular old Ron moved over to Cork, Ireland, where he has since become a very successful naval architect. How successful? Well, his latest design won't even come close to fitting under the Golden Gate Bridge. Seriously. Currently, the largest sloop in the world is 164 feet. But now Joe Vittoria, president of Avis Rent A Car — who already owns two Farr 135s — has commissioned Holland to draw a 246-ft sloop! This is like going off the graph. The new boat will not only be the largest sloop ever by nearly 80-ft, but her mast will be nearly a third taller than any ever built before. Have you ever stood on the Golden Gate Bridge and looked down toward the water? It's 220 feet and seems like a long way down. Yet the mast on the new Holland design will be 80 feet taller, and set working sail almost big enough to cover an entire football field! Even if she did fit in the Bay, she couldn't sail much. When her 150-ton lifting keel is in the down position, she'll draw 31 feet! For the crew's sake, we hope she has electric winches.

classy — cont'd

Wander Bird's Bay Area fans will be pleased to know that the boat is alive and doing well. Two local sailors stopped by at different times last month to see 'the *Bird*' at her end-tie in Seattle's Elliot Bay Marina.



The 'Bird' at her end tie in Elliot Bay Marina.

Both Miri Skoriak and Hank Easom report that her brass is shining, her paint and varnish look good, the interior has been renewed, and overall, the boat seems to be shipshape.

Originally built in 1883 in Hamburg, Germany, *Wander Bird* spent 40 eventful years on the Bay, including several voyages throughout the South Pacific with Warwick Tompkins, Sr., followed by an 11-year restoration by Master shipwright and tug skipper Harold Sommers and friends. Whether she sailed in Master Mariners, raced against the *Pride of Baltimore* or sat at the dock, Sommers kept the *Wander Bird* in absolutely Bristol condition.

After almost three decades of dedicated ownership, Sommers put 'the *Bird*' on the market. In 1995, a group of art dealers from the Pacific Northwest bought the boat, and in 1998, *Wander Bird* sailed out the Gate and north to Puget Sound.

Local fans of the boat have been curious for news of the boat, so when rumors surfaced that a German syndicate might buy the *Bird*, it seemed like reason enough to call and catch up. Co-owners Jim Flury of Seattle and David Cook of Colorado told us that the *Bird* had indeed been hauled out last May for a potential sale to a sailing club from Germany. The group, *Windjammers Fuer Hamburg*, had hoped to buy the *Bird* and return her to her native port. (Apparently, that deal has since fallen through.)

Flury and Cook assure us that the *Bird* is very much for sale. Cook says that he believes the boat belongs on the West Coast, and he'd actually like to see it return to San Francisco Bay. He has been in contact with a group of *Wander Bird* aficionados in Sausalito and claims that he would even discount the price to help make the deal happen.

Meanwhile, Cook and Flury say the haulout showed the 118-year old schooner to be remarkably intact. Sections of the copper bottom sheathing were removed, some core samples were taken and some fasteners checked. The owners also had the existing shaft strut replaced. Overall, they assured us that the boat was in sound condition throughout.

Caretaker Steve Means also told Miri that the boat sails regularly with friends and volunteers. Echoing the sentiments of owners Flury and Cook, Means said they are merely the caretakers of a valuable piece of floating history, and hope that *Wander Bird's* next owners will continue the tradition.

— john d. skoriak

challenger

When Doug Chew named his newly-acquired Merit 25 *Challenger*, former boat partner Phil Mai (Merit 25 *Loose Lips*) told him it was not a lucky name.

Doug's an experienced racer, but it was only his third time out with the new boat when fate overtook them. Approaching the windward mark during a windy Berkeley Yacht Club Friday Night Race, the J-40 *Argonaut*, on port, was unable to fall off enough to duck *Challenger*, on starboard. *Challenger* tried a last-second crash tack, but the J-40 skewered the Merit broadside and knocked two of the crew off the starboard rail.

The big J recovered one of the *Challenger* crew, but in the 25-knot conditions it was taking a long time to get the three people still in the water. Along came Ned Walker from Olympic Circle Sailing Club in the J-24 *Casual Contact*, who picked up all of them in one pass under sail.

Challenger sank as far as she could in the shallow circle and the current carried her into the pilings of the abandoned Berkeley Pier where she spent the night. The boat was re-floated and towed in the next morning by Vessel Assist. *Challenger*, formerly *Ragin Cajun*, seems to have suffered remarkably little damage except for the big hole in the side and the bent rudder.

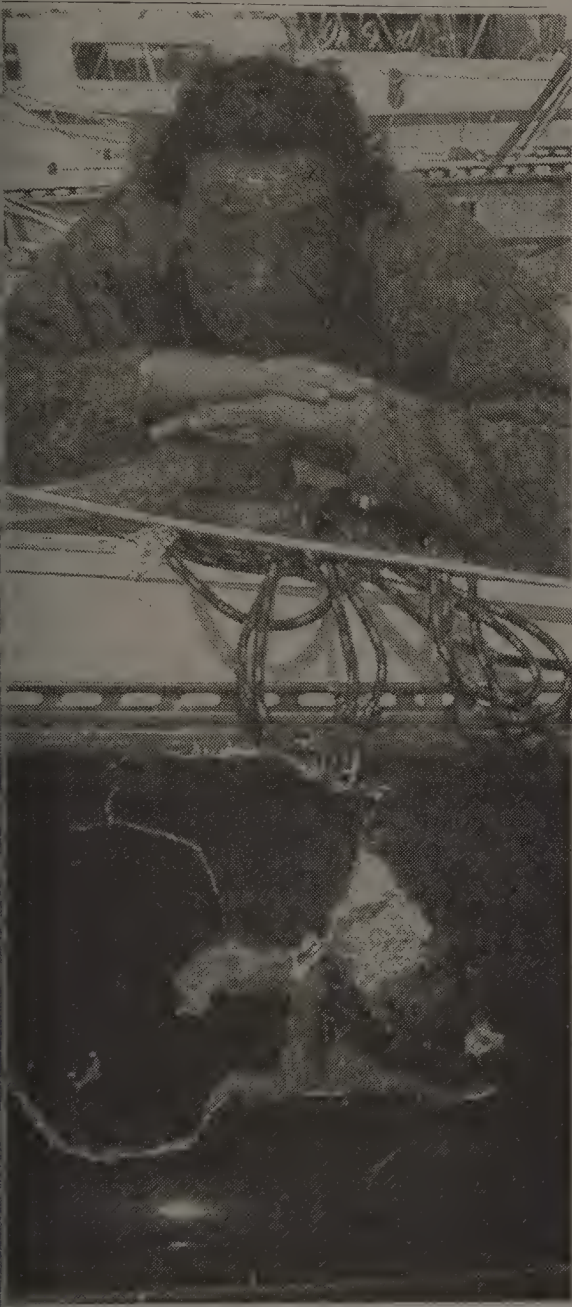
While it's always a little sobering to see how long it actually takes to recover multiple crew overboard, the good news is that everyone was wearing flotation, and only inanimate objects were mangled. Berkeley Yacht Club race committees have been making liberal use of the "Y" flag ("flotation must be worn") for the last few seasons, and compliance among the fleet has been very good.

— paul kamen

bonds bat may

Barry Bonds may be the current home run king, but Tom Hoynes is approaching a certain royalty himself these days. For nearly every Giants home game, Hoynes buzzes over to the Pac Bell park in his 10-ft rigid-hull inflatable — a sometimes brutal 8-mile, 20-minute trip. But he never goes inside. Instead, he stakes out a bit of water in McCovey Cove and waits for the cheers and the announcement that signals a home run over the right field fence. Then the net comes out and all eyes go to the wall to catch that

skewered



bring motorboat ban

first glimpse of where the ball is going to hit. "Once it goes in the water, you don't have a lot of time," he says. "Most major league balls will sink in two to four minutes. If they're wet when they go in, they might only last 20 seconds."

Sink-factor is not the only reason you have to be fast in McCovey. Another reason is that sometimes the waiting armada turns into a free-for-all with people jumping in the water, paddling over on surfboards, buzzing around in dinghies. . . .

coast watch

During the last month, Coast Guard Group San Francisco responded to 240 Search and Rescue (SAR) cases, up from 201 last month. Of these, 17 were uncorrelated distress or *mayday* calls resulting in one helicopter sortie, one boat sortie, and approximately 40 hours of personnel time in the Group Operations Center researching and documenting these calls. One hundred five cases, almost 44%, were caused by some sort of engine failure. The percentage of cases caused by engine failure seems to be fairly constant and represents nearly half our caseload so check your vessel out before you get underway. We had eight cases of 'fatigued windsurfers,' although the actual number is probably larger as we usually pick up several windsurfers at the same time under the same case number. An ongoing problem with this type of craft is the obvious lack of VHF comms being available when they require assistance. Some of the more prepared boardsailors carry cellphones in a waterproof pouch, and we encourage others to do the same — it could eventually save your life or that of friends.

Below are some of the more interesting cases and some lessons to be learned from them.

July 13 — Coast Guard Group San Francisco received an urgent call on channel 16 from the fishing vessel *Albert K Sr.* reporting that the F/V *Jeri R* had capsized off Point Reyes. Coast Guard Air Station San Francisco launched a helicopter. Coast Guard Stations Bodega Bay and Golden Gate each launched 47-ft Motor Lifeboats. Minutes after the distress call, Group San Francisco received satellite confirmation that the *Jeri R*'s 406 Mhz EPIRB had been activated. As the helicopter approached Point Reyes, it received the homing signal from the EPIRB, which allowed the helicopter crew to immediately locate the person in the water. The motor lifeboat from Bodega Bay was vectored in and recovered the survivor, who was the only person aboard the *Jeri R*. The operator of the *Jeri R* had donned a survival suit and needed no medical attention. Had he not been able to put on a survival suit before entering the 55-60 degree water he would have been seriously hypothermic by the time rescue units arrived on scene.

This case is an excellent example of the Search and Rescue system working as intended. The combination of a well-prepared fisherman with the proper safety equipment, a fishing community that looks out for each other, and a quick response from the Coast Guard, this offshore rescue was completed within 60 minutes of the capsizing.

July 17 — Shortly after midnight, Coast Guard Station Carquinez received a report of a 12 to 17-ft runabout overdue on a day fishing trip from McAvoy's Marina. Boats from Stations Rio Vista and Carquinez, as well as a helicopter, were launched to search for the missing vessel. The reporting source did not have information as to where the person preferred to fish, a definite time he might return or even a reliable description of the boat. Searches continued through the night. At 8:25 a.m. the helicopter located an abandoned vessel matching the description aground at the northwest corner of Chipps Island. A family member had to be taken out to the boat to positively identify it.

The search then turned into a PIW — Person In the Water — search with several helicopter sweeps through the weeds and tules around Chipps Island. After four more hours, the operator was located in the tall weeds on the opposite side of Chipps Island from where his boat was grounded. He was cold and hungry but otherwise okay. When his boat ran out of gas, he had apparently started hiking out of the marsh in the general direction of Rio Vista.

A few obvious lessons learned here. Having some reliable form of communications, preferably a VHF marine radio, would have avoided hours of searching, and the operator would not have had to spend the night unprepared as he was. We could have searched more effectively had a reliable float plan been given to someone. A final important point is the need to stay with the vessel. Even without a means of communication or a float plan, had the operator stayed with his boat, it would have cut out several hours of both the search and the anguish suffered by his family.

continued on outside column of next sightings page

coast watch — cont'd

July 18 — Coast Guard Group San Francisco received a report of a capsized vessel in the "Delta area" in Big Break. Station Rio Vista launched a boat and recovered one person in the water (PIW). The PIW reported that a second PIW had tried to swim to shore. Helicopters from Contra Costa County and Coast Guard Air Station San Francisco conducted searches during the night. East Bay Regional Parks also assisted with the search the following morning. The Coast Guard and the other partner agencies conducted searches by air, boat and land after sunrise. The search was suspended after about 15 hours of searching in a very confined area, including approximately 8 hours of total on scene helicopter time. Two days later, the missing victim was recovered near Dutch Slough. Unfortunately, this person was found deceased and was not wearing a PFD even though they were available in the

motor ban

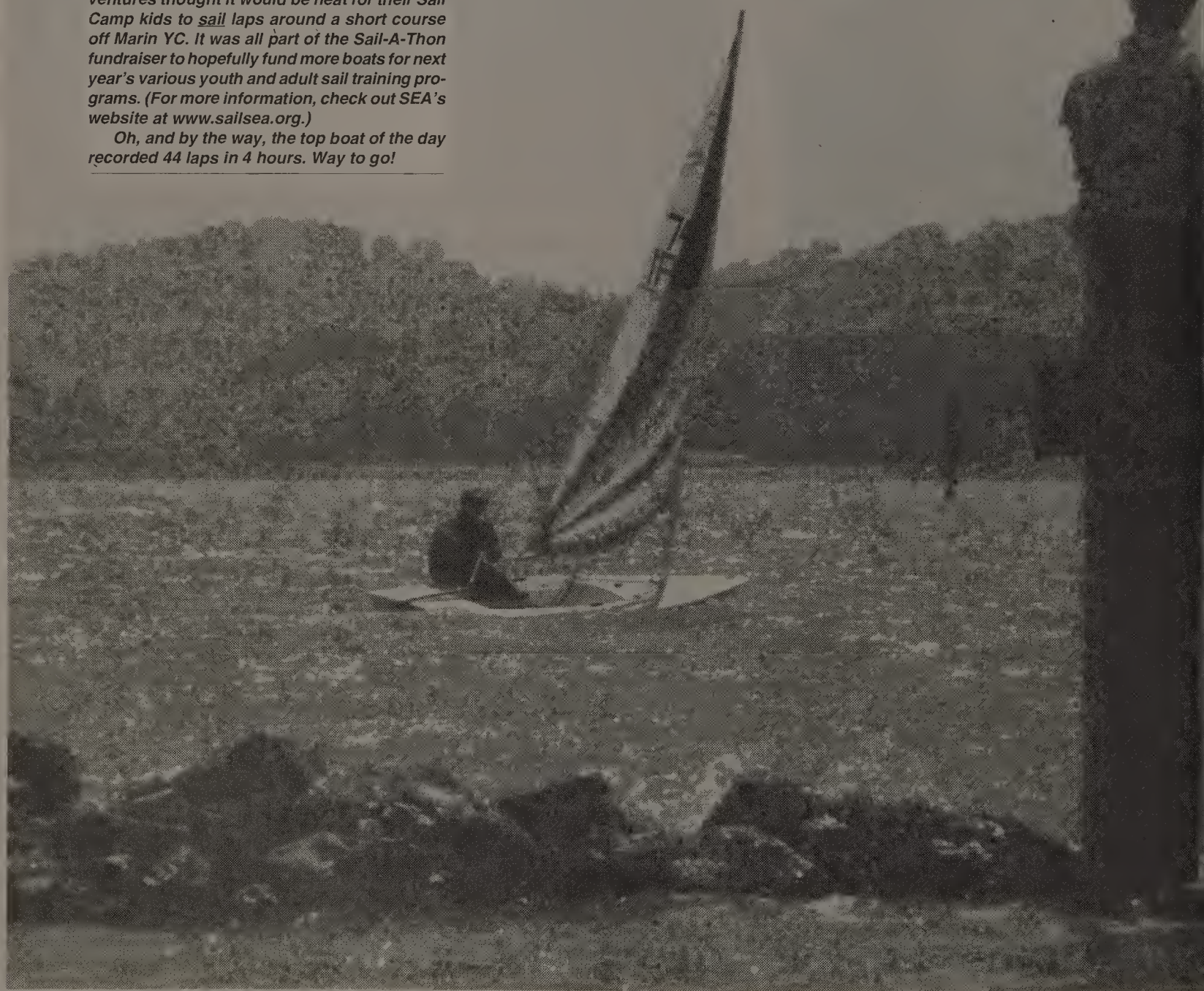
And with Bonds possibly chasing some serious records — Mark Maguire's magic 70 is doable — the frenzy is only going to increase. That's why the San Francisco Port Commission is considering a ban on the use of boat motors in the part of McCovey Cove where home run balls splash down.

The ban was due to go before the Port Commission on August 28. If approved, it would go into effect immediately.

While many of the regulars decry the potential ban, Hoynes admits it is prob-

It wasn't exactly a standing-room-only crowd, but the 12 kids on their various dinghies still 'drew 'em in' — the pledges that is. Instead of walking laps, the folks in Sea Education Adventures thought it would be neat for their Sail Camp kids to sail laps around a short course off Marin YC. It was all part of the Sail-A-Thon fundraiser to hopefully fund more boats for next year's various youth and adult sail training programs. (For more information, check out SEA's website at www.sailsea.org.)

Oh, and by the way, the top boat of the day recorded 44 laps in 4 hours. Way to go!



— cont'd

ably a good thing. "I've seen some pretty close calls in there with powerboats," he says.

When we asked if he thought the ban would pass or not, Hoynes laughed. "I don't know, but right now I'm talking to you from Wyoming where I'm taking an intensive 10-day kayaking course!"

Hoynes currently lays claim to five Bonds home run balls, as well as the first non-Bonds homer hit out of the new park. He's also retrieved several hundred prac-

continued middle of next sightings page



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coast watch — cont'd

boat. This tragedy shows that even the relatively warm and shallow waters of Big Break are dangerous without basic safety equipment such as a PFD. Of the 51 boating fatalities reported in California in 2000, 78% drowned, and of that group, 80% were not wearing a lifejacket. Anyway you do the math, wearing a lifejacket is definitely the way to go!

August 3 — Coast Guard Group San Francisco received a *mayday* call from the sailing vessel *Jeanette*, which reported a collision between two other sailboats approximately 1.5 miles west of the Berkeley Pier. *Jeanette* indicated that the S/V *Challenger* and the S/V *Argonaut* had collided during a regatta and there were four PIWs. Coast Guard Station San Francisco launched a boat to the scene and found that all four PIWs had been recovered by another boater and transferred to waiting emergency medical personnel. S/V *Challenger* sank rapidly, but was salvaged the next day. This incident is a great example of boaters helping boaters. It also demonstrates the inherent risks of close quarters racing. (See elsewhere in *Sightings* for more on this incident.)

August 8 — For the final case of the month, we have an unintentional re-creation of a scene from the movie *Live and Let Die*. At approximately 9:15 p.m., Station Rio Vista received a *mayday* call from the vessel *Glass Slipper*. They reported they were on the rocks east of the Antioch Bridge. They also stated that the four people aboard had minor injuries, but they did not require or want emergency medical services. Station Rio Vista launched a Utility Boat (UTL). When they arrived on scene, they had all occupants of *Glass Slipper* step off onto shore because the vessel was four feet out of the water and appeared unstable. The UTL removed the persons from shore one at a time and transported them to Lauritzen's Yacht Harbor.

Upon investigation, the operator of the *Glass Slipper* stated, "I was heading west on the San Joaquin River toward Pittsburg, when I lost my bearings and sight of land. I was traveling at 20 knots and did not see land until it was too late." At first glance this sounds amusing. However, it easily could have resulted a very serious accident. The operator and passengers are very fortunate no one was seriously injured or killed. The lessons learned here are quite obvious. Traveling fast in confined waters at night is risky at best, even if you do know where you are. If you are lost or disoriented, slow down or stop until you get your bearings. Recent Coast Guard statistics show that more than 70% of boating deaths are due to errors by boaters, from inattention to speeding and alcohol. Of the 11,100 countrywide accidents in 1999, boater inattention was the leading cause.

That's it for this month's edition. Continue to use the "Golden Rule" in boating and do unto others.... Always in a positive way. We continue to consider all of you our "partners to Protect" out there...take care of each other!

— captain tim sullivan

short sightings

SACRAMENTO — State Senate Bill 1 scored another victory in July. After passing the full senate back in May, the so called 'rigs to reefs' legislation overwhelming won approval of the Assembly Parks and Wildlife Committee. SB 1, authored by Sen. Dede Alpert (D-San Diego) would preserve, protect and conserve California's precious artificial reef habitat — specifically by allowing the underwater portions of offshore oil rigs to remain in place at the end of their lease obligations. The top portions would be removed.

Scientific research has shown that offshore oil platforms provide a thriving home and habitat for a wide variety of marine organisms all up and down the food chain, including several threatened species.

If enacted, the legislation would also create a nonprofit oversight organization and trust fund. It would be overseen by the State Depart-

continued on outside column of next sightings page

SIGHTINGS

shorts — cont'd

ment of Fish and Game. The Bill now moves to the Assembly Appropriations Committee.

ALAMEDA — On August 23, Svendsen's Boat Works launched what is believed to be the largest boat built in the Bay Area since World War II. *Pelisa* is unusual in other ways, too. Designed by Alameda naval architect Carl Schumacher, she a 90-ft, flat-bottom Sampan luxury houseboat. Atop the composite fiberglass hull are hand-laid teak decks, and a lanai aft deck. Inside, the fittings epitomize old world custom wood craftsmanship that few boat builders still use. The luxurious

mccovey cove

tice balls, almost all of which are tossed up to eager kids along the portwalk. Hoynes also admits to falling for a few 'dorkballs' — baseballs thrown from the

looking

Yes. You're right. This is a slight departure from our usual 'looking good' format. But it's such a great shot, we just



'Endeavour' powers up the Solent at the America's Cup Jubilee.

— cont'd

grandstands rather than hit out of the park. "But after a while you can tell those from the real ones," he says.

mahvelous

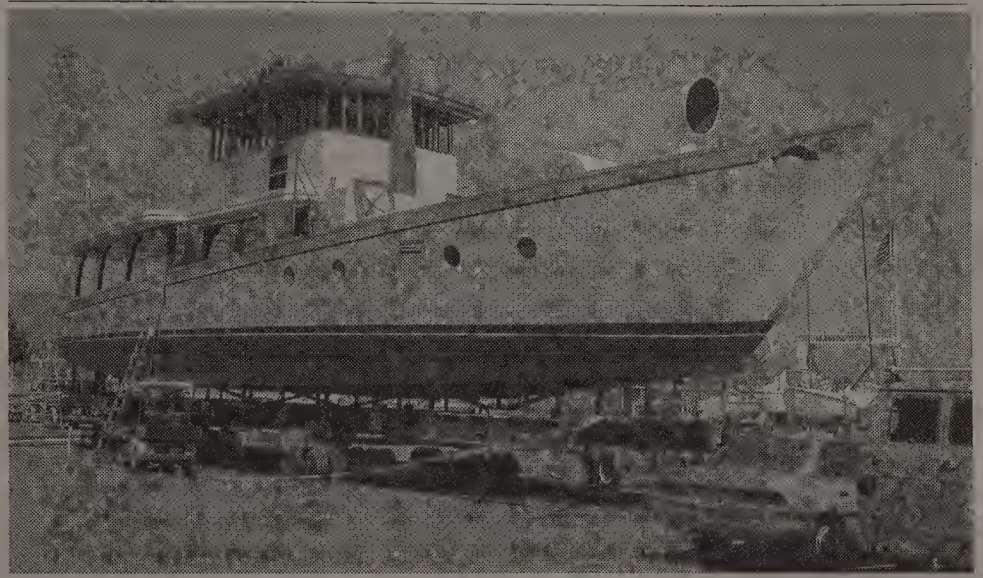
couldn't resist. If you think so too, you're going to love the feature on the America's Cup Jubilee that starts on the next page.



TIM WRIGHT

shorts — cont'd

staterooms have a traditional raised panel Walnut wainscoting, and Walnut flooring with Japanese cedar inlay. By the time you read this, the engineless boat will likely be on her way (towed by a tugboat) to her



'Pelisa' just before launch at Svendsen's Boat Works.

permanent berth in Hawaii. The flat bottom will enable *Pelisa* to reach her destination inside an unspecified cove with a shallow coral reef.

SAN DIEGO — The San Diego Maritime Museum has announced it will sail its flagship *Star of India* twice in October. Billed as the 'oldest active ship in the world', the 1863-launched, iron-hulled barque will go to sea on Saturday, October 13, to celebrate the 'Peoples of the Pacific Ocean' program. After a short sail from La Jolla, she'll heave-to off Mission Bay where she'll be greeted by hundreds of paddle-driven craft representing the many cultures of the Pacific. On October 14, the *Star* will repeat her route south from La Jolla (she's towed north), this time to commemorate Fleet Week. She'll enter San Diego harbor in the late afternoon to demonstrate a 'wearing ship' maneuver and a rarely-performed anchor drill, where the crew drops and raises the 4,000-pound anchor just like they did in the old days — by muscle power. Both days should offer visual treats aplenty. For more information on the San Diego Maritime Museum or the *Star* of the show herself, log onto www.sdmartime.com or call (619) 234-9153.

MONTEREY — Stranger than fiction: In 1875, news reached the Emperor of China that thousands of Chinese immigrants working on U.S. railroads were being mistreated. He became so incensed that he sent a flotilla of seven armed war junks east to teach Americans a lesson. Not realizing how big the Pacific was, the underprovisioned sailors almost died, but finally entered Monterey with their brass long guns loaded and ready for anything except the greeting they got: the Americans were so surprised and delighted, the whole town came down to greet them. There was even a parade in their honor. The Chinese sailors were so overwhelmed with hospitality that they decided to stay. The older crewmembers went to work on the railroads, while the younger ones stayed on in Monterey as fishermen. The seven ships were ultimately broken up and burned.

— from Richard Halliburton's *His Story of His Life's Adventure*

(Readers — Halliburton, a lifelong adventurer among whose exploits was swimming the Panama Canal, was so taken with junks that he had one built. In March of 1939, a year short of his 40th birthday, he set out from Hong Kong to sail the *Sea Dragon* back to San Francisco, and straight into the World's Fair on Treasure Island. After his last radio transmission on March 24, — "Lee rail underwater, having a great time" — he was never heard from again.)

AMERICA'S CUP JUBILEE



— GATHERING OF EAGLES

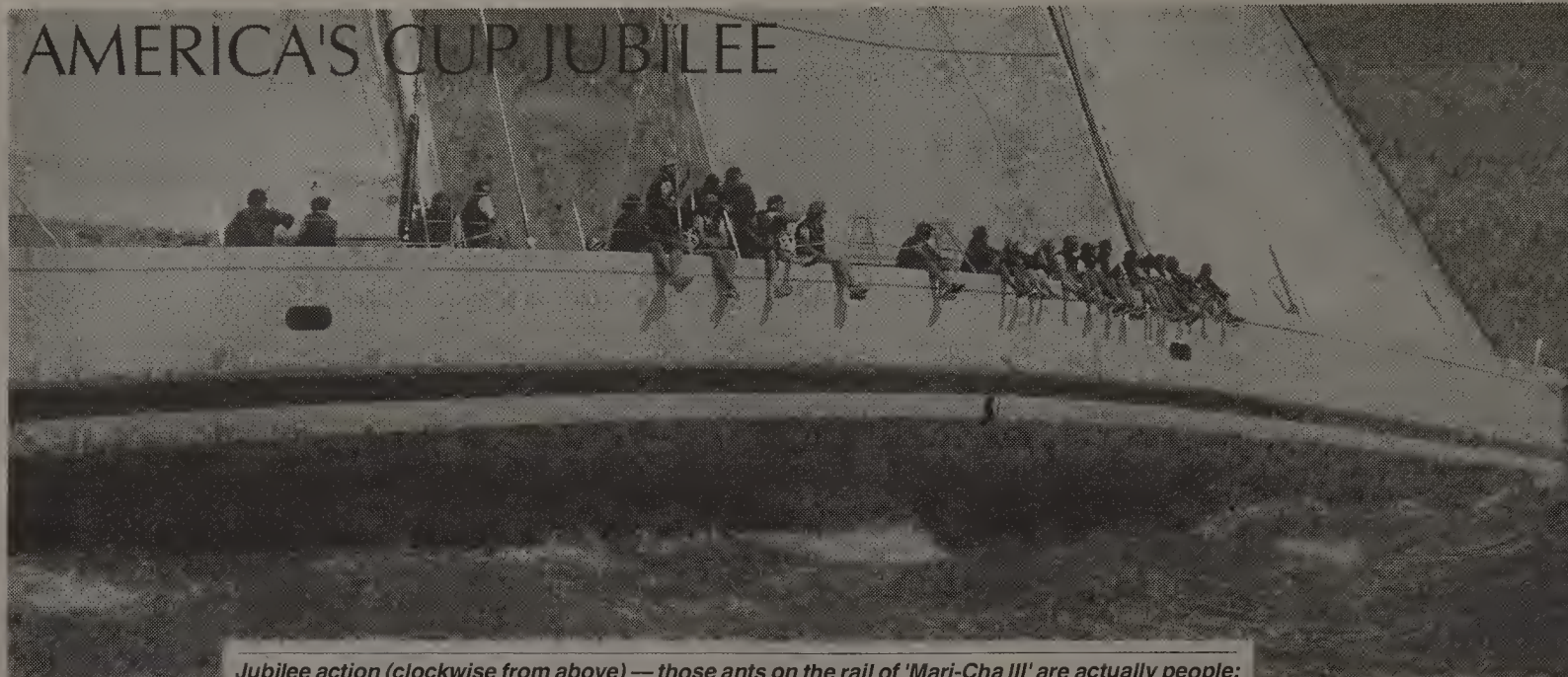
It was the greatest week in sailing's history — and most of the history was there. In fact, on just the blustery first day of the America's Cup Jubilee, "It was as if the entire story of sailing had been brought to life in one day," says *Latitude's* John Arndt, our only staffer lucky enough to attend. To call the Jubilee, held at Cowes, England, from August 16-25, an event unmatched in the annals of sailing would still amount to classic British understatement.

From a replica of the 1851 schooner *America* to the new 92-ft super-maxi *Stealth*, seemingly every yacht of significance was there. Held in celebration of the 150th anniversary of the America's Cup, the emphasis, of course, was on veterans of the Cup wars, which were amply represented. In the 12-Meter class alone, no fewer than 30 boats made it to Cowes, including *Australia II* (reportedly pried out of static display at the last minute, restored, and helmed by John Bertrand and the same crew that wrested the Cup from American shores in 1983), and Tom Blackaller's 1987 boat *USA*, now the beautifully restored (sans front rudder) *Ecosse*. An even dozen of the 12s made the trip together on the deck

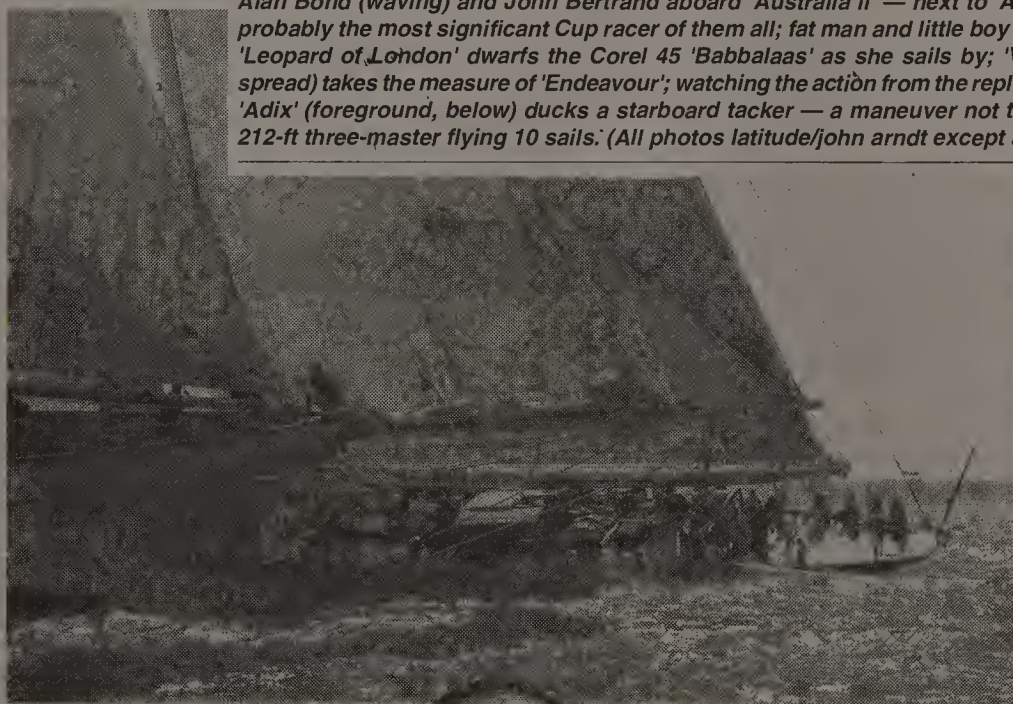
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Something old, something new — the 1902 schooner 'Shenandoah' (foreground) trades tacks with the 2001-built Farr 52 'Bear of Britain.'

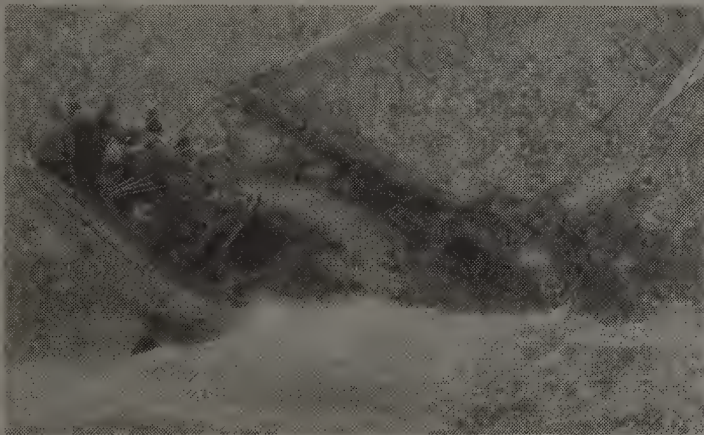
AMERICA'S CUP JUBILEE



Jubilee action (clockwise from above) — those ants on the rail of 'Mari-Cha III' are actually people; Alan Bond (waving) and John Bertrand aboard 'Australia II' — next to 'America' herself, this is probably the most significant Cup racer of them all; fat man and little boy — the 90-ft super-maxi 'Leopard of London' dwarfs the Corel 45 'Babbalaas' as she sails by; 'Velsheda' (foreground, spread) takes the measure of 'Endeavour'; watching the action from the replica schooner 'America'; 'Adix' (foreground, below) ducks a starboard tackler — a maneuver not to be taken lightly on a 212-ft three-master flying 10 sails. (All photos latitude/john arndt except as noted.)



— GATHERING OF EAGLES



Same angle, different boats. That's 'Zaca a te Moana' on the left — at 121 feet not a particularly big boat for the Jubilee. On the right, the 51-ft 'Pesa'. Both yachts raced in the 'Vintage' class.

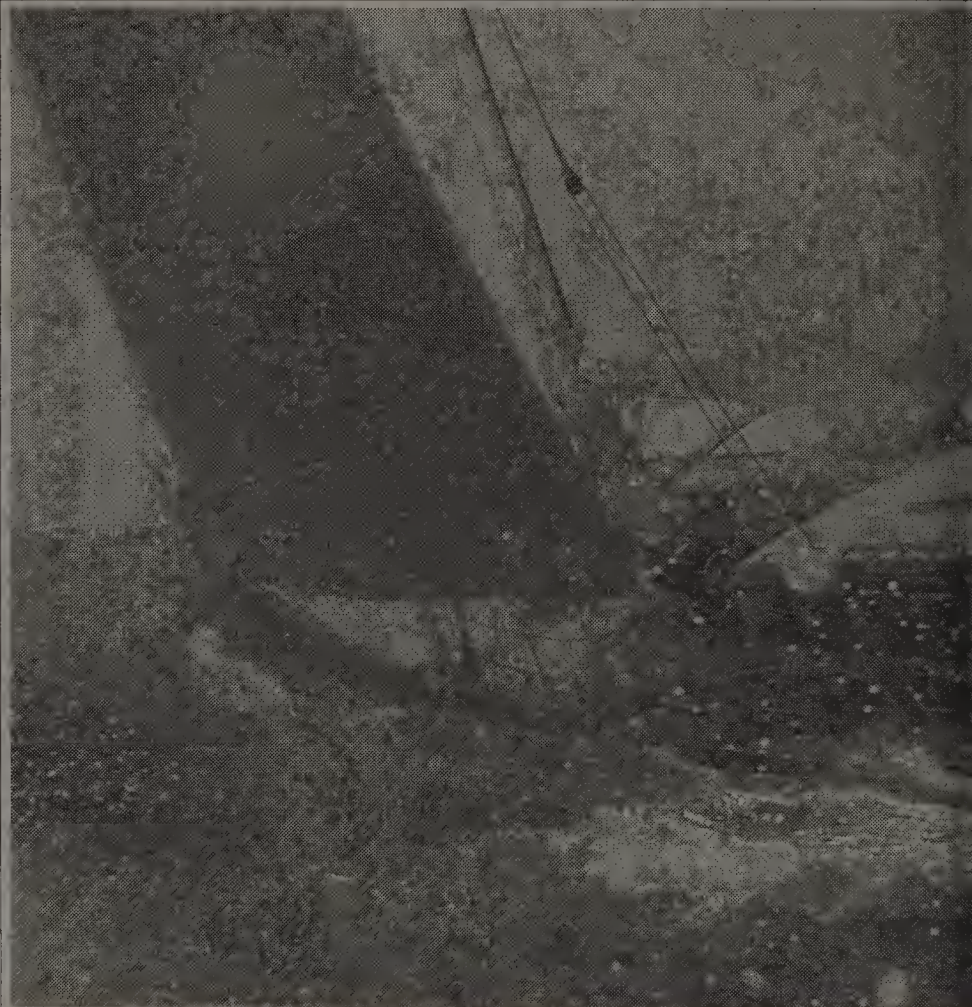


SPREAD AND INSETS: TIM WRIGHT

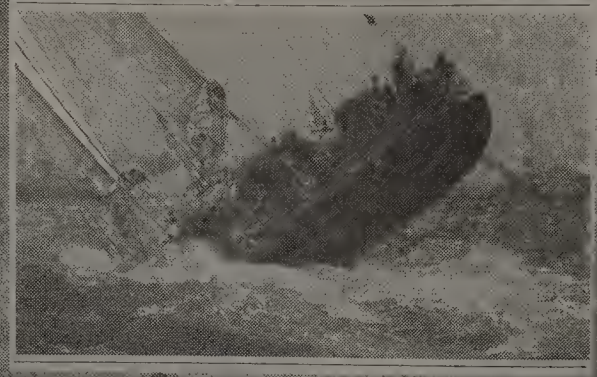
AMERICA'S CUP JUBILEE



Ride 'em, Cowes boys (clockwise from above) — almost 90 years of history was rafted up in the 12-Meter pen alone; the R/P 'Stealth' seemed as fast as the fighter plane of the same name; 'Lionheart' chases 'Australia II' in 12-Meter action (inset — the wild 'Open 90' 'La Folie Des Grinders'); the spectacular 1999 Frers ketch 'Rebecca'; a day at the office on 'Shamrock V'.



GATHERING OF EAGLES



AMERICA'S CUP JUBILEE

of a specially-built yacht transport ship — along with 18 other New York YC yachts. (The Jubilee was a joint effort of the NYYC and the Royal Yacht Squadron). Nine modern IACC yachts also showed up, giving many crews their first chance to gauge the teams they'll face in Auckland in the fall of 2002.

But even those boats paled in comparison to the rest of the fleet, which included the three surviving J-Class yachts (*Endeavour*, *Velsheda* and *Shamrock V*) — and nearly 80 more boats in three 'traditional' classes. These included such legendary craft as *Ticonderoga*, *Stormy Weather*, *Mariette of 1915*, and the really big boats: the 178-ft *Shenandoah* and 212-ft *Adix*. Even the Auld Mug itself made it to Cowes — the first time it's been back on British soil since that fateful round-the-island race in 1851.

Most of the living legends were also in attendance: Dennis Conner, Bill



'Endeavour' blasts to weather.

Ficker, Ted Hood, Sir Peter Blake, Buddy Melges, John Bertrand and Russell Coutts are just a few. The grand old 'classic' of this bunch was Olin Stephens. You might recall that Stephens got into the America's Cup game in 1937 when he designed (and crewed) a little boat named *Ranger* — and basically changed the face of the America's Cup and yacht racing forever. He's now 93 and still sharp as a tack. We wouldn't have been at all surprised to hear that Charlie Barr, Harold Vanderbilt and Sir Thomas Lipton were also spotted among the crowds.

Six years in the making, the Jubilee was a continuous, movable feast of color, action and history — ashore and afloat.

Races were scheduled all but one day, but for once they took a backseat to the spectacle itself. How could it be otherwise when one evening bash for 2,200 guests took place at Osborne House, better known

as Queen Victoria's summer palace? It was the first ball held there in 100 years.

It would barely be possible to do justice to the America's Cup Jubilee in a book, much less in the few pages we have here. Perhaps when John catches his breath (he arrived back in the office two days before this issue went out the door), we may have more in future issues. For now, we'll let the photos tell the story of the Jubilee, which may one day be remembered as the most fabulous event in yachting ever. It was sailing's Woodstock. The ultimate All-Star game. The nautical Field of Dreams. Pick your analogy, they all fit. As does 'once in a lifetime.' Like all things America's Cup, there is no second.

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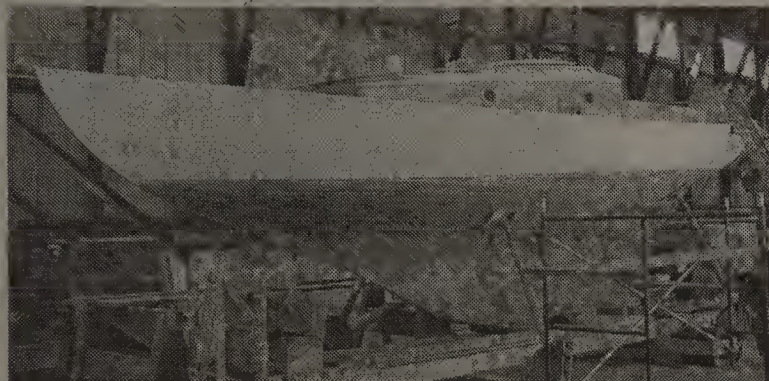
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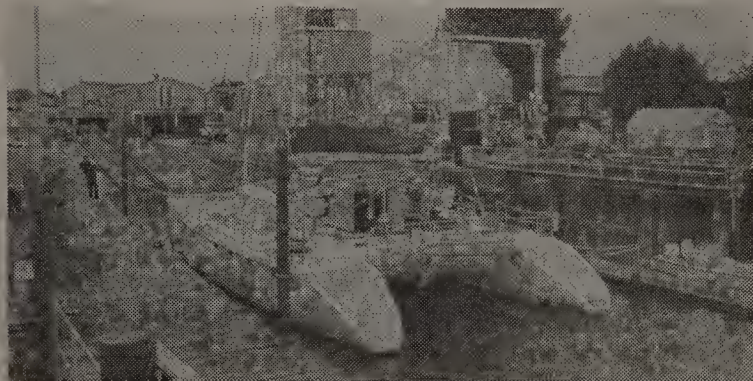
W. I. P.

(WORK IN PROGRESS)

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A 25' Cheoy Lee, a beautiful little boat to be brought back to life at Stone Boat Yard. Woodwork to engine work – it's a complete job!



This beamy Fountaine-Pajot cat is in for a haulout and some fiberglass repair. She'll be buffed and sailing soon.



Carlos Garcia and team will have this fine trawler shining like new with freshly fared and painted cabin and decks.



A veteran workhorse from the local fishing fleet in for repair.



Old woodies like this Stephens classic need solid craftsmanship to keep them in shape.

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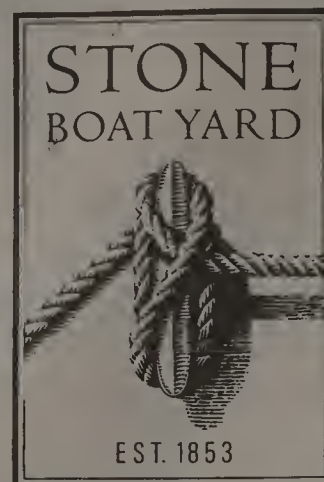
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In fact, with several hundred years of history behind yachting, you'd assume there weren't any more 'new' contingencies to prepare for. Surely everything that could go wrong — and the procedures for dealing with it — were so well documented that no skipper could be caught unawares these days. Right?

Wrong. We'll bet few if any sailors have ever planned for what happened to the Moody 66 *Bonaire* on July 23. The big ketch was nine days out of Hawaii on her way back to Newport Beach when, in moderate conditions, her mast step

All standing rigging except the headstay and staysail stay went slack. Incredibly, though the sails were set, the mast did not break. Perhaps more incredibly, the boat might have been saved if it had.

Bonaire was built at A.H. Moody and

Sons in Southampton, England in 1977. The Laurent Giles design had a long and full life of racing and cruising before being donated to Orange Coast College's School of Sailing

"Our worst case scenario was that if the mast got loose, it wouldn't break."

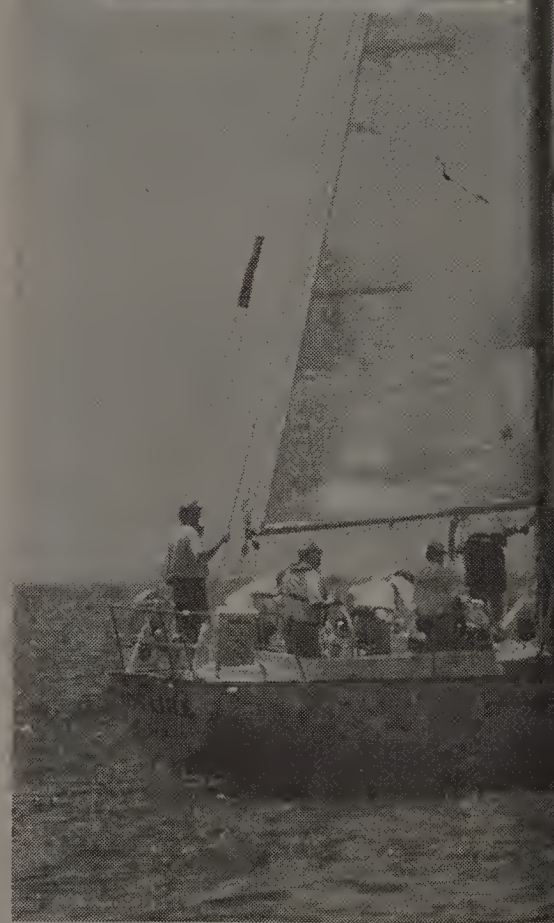
and Seamanship in Costa Mesa earlier this year. After passing survey, she was put to work in the school's advanced offshore sailing programs, a welcome backup 'big boat' to the school's famous globe-girdling 65-ft sloop *Alaska Eagle*.

Bonaire was chartered for the 2001 TransPac by Gil Jones of Newport Beach. Before the start, she underwent another extensive survey. Jones and his 12-man crew (which included 6 past yacht club commodores as well as a dedicated chef)

had an enjoyable and uneventful crossing, finishing second in Aloha Division A and correcting out to fifth.

Several days later, skipper/instructor Marcus Mackenzie and his seven-person crew arrived in Honolulu to prepare the boat for the trip back to California. The crew consisted of three Orange Coast College sailing instructors — Mackenzie, Robert White and Armando Eason — four full-time college students — Jason Boyer, Lyle Carlson, Ryan Pauley and Kevin Ramlo — and one paying charterer, Robert Pelletier. The delivery was a 'reward' of sorts for the younger members of the crew, none of whom had ever been farther offshore than Catalina.

Mackenzie himself has tons of offshore experience. He grew up in Italy and Southern France, and was introduced to sailing at age 11 while helping his uncle build a wooden sloop. The 46-year-old now holds an American 100-Ton Ocean



Heading out of Honolulu on an easy reach. The first few days of the trip home offered lovely weather.

failed. The bottom of the massive 76-ft, keel-stepped aluminum spar slid forward and down, pivoting the top of the rig aft.

build a wooden sloop. The 46-year-old now holds an American 100-Ton Ocean

License (third issue), as well as a British Yachtmaster ticket, earned in 1996. He has been part of the staff at OCC's School of Sailing and Seamanship since 1984, and among other things has skippered a crew of students on *Alaska Eagle* across the Atlantic and around Scotland in 1998. Before that, he skippered OCC's Frers 65 *Volcano* throughout Mexico and the South Pacific. When the Sailing School accepted *Bonaire* into their program earlier this year, Marcus was assigned as her permanent skipper.

In July, he lent his expertise to getting the boat — and more importantly, his largely inexperienced crew — home safely. In the days before their departure, the boat once again got a keel-to-truck inspection, including a trip up the mast to check rigging, and removal of all floorboards to check the bilges, includ



RICH ROBERTS

Above, 'Bonaire' glides into Hawaii at the end of the TransPac. Inset, Marcus Mackenzie.

ing the area around the mast step. As with her pre-Hawaii survey, all appeared to be in order.

Bonaire departed Honolulu on July 15 in the company of a number of other TransPac boats, including *Medicine Man*, *Taxi Dancer* — and *Alaska Eagle*. The latter did not race, but had once again shadowed the fleet as an escort and communications vessel. *Eagle* soon parted company to head south to Tahiti. Everyone else began the long slog north and east to skirt the High before dropping down to get home.

As in years past, a loose SSB net had been set up among the returning boats. Eventually, this particular group came

to include the above-mentioned boats as well as *Ragtime*, *Pyewacket*, *Water Colors*, *Grand Illusion* and a few more — perhaps 10 to 14 boats in all. Their mutually agreed-upon meeting time was 0830 each morning (after the 0800 weather-faxes), and *Medicine Man* soon became the check-in boat.

As the fleet made their way north, it quickly became apparent that this wasn't going to be an easy year to get home. The high was continuously slipping north, necessitating an even more northerly course to get around it. *Bonaire* finally achieved apogee at around 35°N and made her turn east on July 22. Captain Mackenzie settled her into an easy close reach "to preserve the students and the boat", and the crew settled in for several days of what the weatherfax indicated would be good sailing.

They wouldn't enjoy it very long.

At 5:30 local time the following morning, *Bonaire* was sailing in 15-20 knots of breeze with a single-reefed main, fully unfurled #2 and full mizzen. She was making 6.5 knots, bouncing a bit through the 3 to 5-ft seas. Three people were on watch in the pre-dawn darkness. The others, including Mackenzie, were in their bunks below when the normal sounds of the boat were interrupted by a very loud CRACK!

The sleeping sailors were out of their bunks immediately and headed topside to the call of "All hands on deck!"

Mackenzie knew instantly that something was wrong with the mast, because water was gushing through the trashed floorboards and sloshing around the mast base. At first he thought that a stay had broken and all or part of the rig had come down. Upon coming topside, he says, "I was surprised to see the mast, stays, shrouds and sails were still in one piece." Everyone was also puzzled to see that all standing rigging except the headstay and staysail stay were hanging limp and useless.

A closer inspection below revealed what had happened: the mast step had sheared off its mounting position forward of the keel. The base of the mast had moved two feet forward and one foot down, pivoting the masthead aft. The only thing preventing the mast from falling all the way backwards were the headstay and staysail stay. The only things preventing it from driving down through the bottom of the boat were two topside-mounted cleats jammed tight in the deck partners.

The good news in this developing scenario was that the 'leak' was not a hole in the bottom — the mast base had side-swiped the corner of a fresh water tank which emptied into the bilge. The 'gush' soon turned to a trickle and the 300 gallons of fresh water was quickly dispatched overboard.

Although no one had been injured and the boat was still in one piece, Mackenzie and the other instructors knew they were in a bad way. In a sort-of nautical 'sword of Damocles' scenario, all it would take is one of the cleats failing or a stay breaking — or just the base of the mast wiggling around and snapping off any of three nearby throughhulls — to turn things from bad to, well, really bad.

So the next action Mackenzie took was to put out a *mayday* call on SSB channel 4125kHz. He was answered immediately by Coast Guard Station Kodiak.

THE ABANDONMENT

WHY DIDN'T YOU...?

In the week or so following the news of *Bonaire's* unusual predicament and eventual abandonment, second-guessers came out of the woodwork. Of course, it's human nature to solve the world's problems from an armchair, but the *Bonaire* crew was amazed and somewhat hurt by the dock talk, particularly several 'letters to the editor' that appeared in the electronic newsletter *Scuttlebutt*.

We asked Marcus Mackenzie to address some of the 'Why didn't you's' that appeared there and elsewhere.

Why didn't you cut the mast down or release the rigging and let it fall?

"If I had a secure mast step, I could have loaded the mast with sails and released the upper or intermediate shrouds to try to make it break above the deck. However, we would then have to worry about the part that went in the water, which could possibly put a hole in the boat. At any rate, I would never have tried

this with the students on board.

"We'd have had the same problem trying to cut it down. To get a falling mast clear and not endanger the boat, we would have had to release all the shrouds and stays before we started cutting — which was impossible since as soon as that support was gone, the mast would do the can opener thing. That mast was so heavily built that I really think it would tear the boat up before it broke.

"Also if we decided to cut, I had no way of predicting how far I'd have to saw through before the mast fell, which way it would fall or if the uncut part would stay attached, once again presenting the danger of holing from the outside. Also don't forget that the mast was still basically 'up' and under compression. I'm not even sure I could have cut through it without the saw blades being pinched and broken."

Why didn't you have the container ship

lift the mast out?

"I felt the minute I released the shrouds, the mast was going to do its swizzle-stick/can-opener thing. Besides, most container ships don't have cranes and the two vessels were bobbing up and down so much it would have been too dangerous to try to attach a sling. Even if it could have been attached, we felt the mast could act as a jackhammer on the way out and hole the boat."

Why didn't you rig a derrick with the spinnaker pole and/or boom and remove the mast that way?

We'll save Marcus the time on this one. According to estimates by OCC and a professional rigger we asked, the 76-foot spar on *Bonaire* weighed 2,500 to 3,000 pounds. Trying to lift that out with a jury-rigged derrick in a rolling seaway would be about the last option anyone would consider. *Bonaire's* crew did discuss using the boat's poles to replace the

They asked for and were supplied all the particulars — boat size, name, type, color, number of people aboard, nature of the problem and position: 33°13N, 144°20'W, about 1,000 miles Northeast of Hawaii.

It never felt more like the middle of nowhere.

After determining for sure that there were no leaks in the bottom, the crew got busy topside. Part of the crew dealt with rolling up the jib and lowering the main — which unfortunately made the mast start swaying back and forth more than before. At its maximum, Mackenzie estimates the masthead was rocking side to side two to three feet, stopped at each end by the very slack shrouds.

The remaining crewmembers prepared to abandon ship. Everyone donned foulies, harnesses, Type 1 offshore lifejackets (everyone wore inflatable waist pack type PFDs before that), and hustled both liferafts — one a canister, one in a valise — to the stern and prepared them for deployment. Since the crew had as always practiced both man overboard and abandon-ship drills on the first day out, this and the preparing of ditch bags was accomplished with a minimum of delay or confusion.

As an experienced skipper, Mackenzie knew it was important not to unduly frighten his young charges. And out-

wardly to the novice, things might not have looked so bad — after all, the mast was still mostly up and the hull was sound. Mackenzie's experienced eye, however, saw a huge 'can opener' ready to tear the boat to pieces if any of several tenuous bits let go. Though he had never experienced anything like it before — "I'd never even heard about anything like this before" — he knew he had to secure the spar as best he could. As much as possible, it had to be stopped

Biding time — 'Bonaire' crew are packed and ready to evacuate as the boat motorsails slowly toward rendezvous with the rescue ship.

from moving around. The idea of somehow allowing or causing the mast to topple on purpose was immediately rejected because of the danger it would pose to the crew.

The task of securing the rig was accomplished in several stages over several days. First, the crew secured the topping lift and tightened the mainsheet. This secured the rig fore-and-aft. To limit side-to-side motion, the crew ran spinnaker halyards to each rail and tightened them down. Additional side-to-side support was obtained from the spare jib and staysail halyards, also run to the rails.



ALL PHOTOS ROBERT PELLETIER
EXCEPT AS NOTED

forward stays if either of those had failed.

Why didn't you return to Hawaii?

"We considered it. We decided against that choice because we felt there would be more squalls and rougher seas, we would be farther from the shipping routes if we did need rescue, and we felt the best way to stabilize the situation was to get the wind on one side."

"Believe me, I don't think there is any possibility we did not discuss or consider. Of course we knew we'd be better off with the mast either down or gone. We just couldn't figure out a way to do it without destroying the boat or possibly getting hurt. Also remember that the jury rig became really dangerous only in bad weather. If the seas had been calm, we felt the rig would have stayed up and not posed an unreasonable danger."

Then the main halyard was run aft to windward (port) as a back-up backstay, and the running backs were tightened down in their normal positions. The mizzen sail was left up to give some stability to the boat and make her heel slightly in the hope that if the rig did come down, it would go over the leeward side. Eventually, they even rigged a line around the bottom of the mast, which was then led through the cabin to a cockpit winch — the thinking being to take some of the forward and downward load off the part of the mast still inside the boat. When all was done, the wobbles weren't gone, but they were considerably reduced.

While some of the crew worked on the mast, others set about augmenting the abandon-ship provisions. Additional clothing, food and water was moved aft, along with more flares, the handheld GPS, the boat's EPIRB and the ship's papers. All was packed and readied for immediate deployment into the rafts if needed.

By mid-morning of the first day, all the immediate tasks had been accomplished and the boat seemed secure enough to get a little way on again. She had been ghosting along under mizzen

alone (luckily the aft mast was secured independently of the main). Now it was joined by the boat's brand new diesel, recently cleared of a net wrapped around the prop a day or so before. Incredibly, Mackenzie would have to dive to clear another net from the prop a few hours later — and they barely missed 8 or 10 others. "It was really a trash heap out there this year," he notes.

Eventually, the boat found a comfortable 'groove' at 115° true and about 4 knots. The main thing was to keep as comfortable a motion as possible so that the cockeyed rig would move the least. However, even with the gentlest motion they could achieve, "You could see the line from the mast base to the cockpit winch flex and tension with every wave," says Mackenzie.

"I honestly had a hard time deciding if it was safer above decks or below," says Marcus. "Above, the mast could fall anytime. Below, it could start tearing up the boat any time." On deck seemed to be the preferred place for most of the crew that first day — at least they could duck under the coachroof if things came crashing down. Below, those on galley

structor be taken off. He and Robert White would stay aboard and attempt to get *Bonaire* — and themselves — home in one piece.

Essentially halfway between Hawaii and the mainland, *Bonaire* was far beyond helicopter range. So the Coasties turned to the AMVER (Automated Mutual-assistance

Vessel Rescue) system. Ships belonging to this volunteer system are tracked constantly and are ready to go to the assistance of other mariners as soon

as they are asked. All the Coast Guard has to do is see which ship is closest to the distressed vessel and make the call. For *Bonaire*, that responsibility fell to the captain and crew of the ocean tugboat *Navajo*, bound from the West Coast to Hawaii with two barges in tow. They were a bit more than 120 miles away when they diverted to intercept *Bonaire*. The rendezvous time was set for 1 a.m., some 15 hours hence.

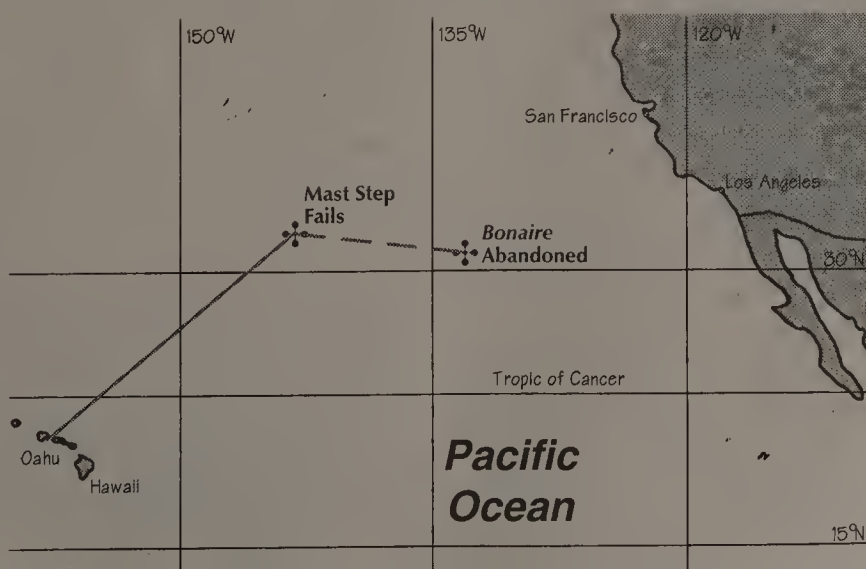
The waiting time was put to good use on the big yacht. To supplement the jury rig, the shrouds were taken off the turnbuckles and resecured to them using lengths of swedged spare jib halyards and cable clamps. Later the shrouds were cut at the fittings in an attempt to reuse the Norseman fittings. However, out of eight, they were able to reuse only one.

A radio watch was also set. Fortunately, both the SSB's main backstay antenna and masthead VHF antenna continued to work perfectly throughout the ordeal, and regular comms were set up with both the Coast Guard and the rest of the delivery fleet. All the latter stood ready to divert immediately if needed, though Mackenzie dreaded the thought of tangling rigs with another boat and possibly taking them both down. *Taxi Dancer* also patched through

to Orange Coast College with their global phone to let everyone there know what was going on.

Interestingly, *Bonaire's* 406 EPIRB (emergency position indicating radio beacon) was activated only once early in the

"There was very little damage to the boat, but our fenders were torn to pieces."



duty or at the nav station kept a wary eye forward for any change in the mast.

For Mackenzie, it was not an acceptable situation for the safety of his crew. He called the Coast Guard and asked that the students, charterer and one in-

THE ABANDONMENT

incident, and that was at the request of the Coast Guard. They wanted to make sure they were receiving a proper position signal from it. Marcus later requested to turn it off to save the batteries in case it was needed later. The Coast Guard agreed. Later, *they* made a request: if the yacht was eventually abandoned, they wanted the crew to take the EPIRB with them. Besides taking up a channel in Search and Rescue headquarters, if the hydrostatically-activated (it turns on automatically when immersed) unit went off, the Coasties couldn't discount it as a known 'false alarm.' They were mandated to launch another rescue effort.

The tug *Navajo* arrived on scene a bit after midnight — an overcast, pitch-black midnight. Because they were towing barges, the tug could not give the yacht a lee or maneuver much itself. So the skippers worked out a plan for the tug to slow to 2.5 knots and hold course, while the yacht did the maneuvering to come alongside.

Unfortunately, the sea state had by

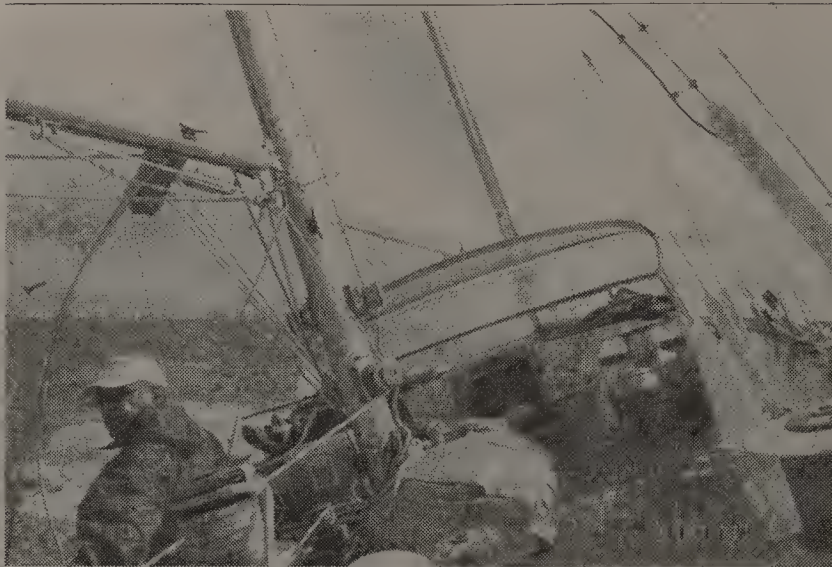


Obstacle course — Floating nets fouled *Bonaire's* propeller twice. Lookouts spotted many more.

now increased, and it was soon apparent that transferring crew would be very dangerous if not outright foolhardy. Mackenzie attempted three times to come alongside the tug, and each time the rough water and marginal control made him abort the approach.

As a last resort, the tug crew put their inflatable in the water, but the first guy to climb in was "tossed in the air like shrimp in a frying pan," says Mackenzie. "At that point, I just called it off altogether."

With a final thanks to the tug skipper (who retrieved his crewman and inflat-



Northbound the first week. Early on it became apparent that this year wasn't going to be an easy ride for homebound *TransPac*'ers.

able okay), Mackenzie called back to Coast Guard Kodiak and started another rendezvous in motion. This time, *Bonaire* was scheduled to rendezvous with a containership (another AMVER participant) bound for Panama. The meeting was set for 11 p.m. the next night, almost a full 24 hours away.

In the meantime, the yacht motor-sailed slowly ESE and a bit more of a routine developed on board. Though everyone was in foulies, harnesses and lifejackets, some were now allowed below to eat or sleep — as long as they didn't venture forward of the mast. For the moment, the ajar mast seemed to be behaving itself.

The Coast Guard made two overflights of the wounded yacht with a C-130. The first one occurred about five hours after their *mayday*, and it really lifted everyone's spirits. "It was great to know that even that far out, 'big brother' was keeping an eye on us," says Mackenzie. During the flyover, the plane dropped two gasoline-powered bilge pumps and a container of fuel for them (even though these items were not requested). The *Bonaire* crew couldn't help but be amazed by the accuracy of the Coast Guard pilot, who put the items (sealed in metal containers with a long floating painter attached) into the water about 100 yards in front of the boat. They were easily retrieved.

The German-flagged containership CGM *Seurat* came up from behind right on schedule the following night, launch-

ing a green flare to mark their position in the darkness. Once again, Captain Mackenzie got on the VHF and discussed the best course of action with the English-speaking skipper of the ship. It was agreed that the ship would pull to windward to create a lee and stop her engines. Mackenzie would then make his approach to a Jacobsen (rope) ladder strung from the pilot's entrance — a hatch in the hull about 10-12 feet above the water (and about 6 feet above *Bonaire's* deck).

The plan worked as well as can be expected in the 6-ft seas and 20-knot winds. Bow and stern lines were thrown from the ship, but proved a bit awkward as they were almost vertical. Fortunately, as often happens, the yacht and ship sort of sucked together for the offload, which went smoothly with no injuries.

As soon as the six crew and their gear were safely aboard the ship, jerry jugs of extra diesel were passed down to Mackenzie and White. Then the bow and stern lines were cut (they became jammed) and the two vessels peeled away from each other and proceeded on their courses.

"There was very little damage to the boat," says Mackenzie. "But our fenders were torn to pieces."

Now 'doublehanded', Mackenzie and White felt freer to experiment with setting sails. The rig seemed stable enough in its cocked-back position, and remember that the headstay and staysail stay were still under more or less 'normal' tension. The two sailors figured some sail up forward might add additional stability to the mast, maybe balance out the sail plan with the mizzen (which was still up), and possibly

give them another knot or two of speed.

First they raised the staysail, but the clew soon pulled out. So they rigged the storm trysail from the inner forestay. That worked well enough. The next day, they lowered that sail and rolled out about a third of the #2 jib. Not trusting the thin furler line to hold, Mackenzie

"I never considered that eight shrouds and stays could become useless all at once."

LESSONS LEARNED

"I really haven't come up with too many things I would have done differently," says Mackenzie of the inevitable last question we ask everyone who's survived an ordeal at sea. "I guess I'd say that next time I'll bring even more spares, including shrouds specifically for jury rigging. Before this, I would never have considered that eight shrouds and stays could instantly become useless all at once."

Here are a few more of his observations.

- "Had this been a 'regular' dismasting, I don't think we would have lost the boat. The mast goes over and you deal with it before it holes the hull. We had bolt cutters and chain cutters. We even had a crash pump (extra capacity bilge pump) mounted on the main engine."

- "From now on, I will always be a big fan of wire rigging versus rod rigging. We never could have jury-rigged rod the way we did with the wires."

- "I'm happy that the boat's two masts were rigged independently. It would have compounded our problems greatly to have the mizzen come down."

- "Something most people don't realize is that the engineers on both ships that helped rescue us had to be on standby and begin engine shutdown an hour before they stopped. It's a long, involved process using different grades of fuel for different RPMs. It's not like you just throw a big ship in reverse, either. They don't have transmissions. The entire engine shuts down, then starts up again in the opposite direction. They use compressed air from the boilers to achieve the initial rotation."

- "I was glad I had my mask and snorkel along when it came to clearing our propeller. One of those small, short-term scuba tanks would have been even better for the job."

- "*Bonaire* was built to Lloyds specifications, and at one point I wished that

the mast had not been so sturdy. As far as the step and how it was bonded to the hull, I can only surmise that that was done to Lloyds specs for 1977. I believe that modern ORC regulations require screws or some other mechanical attachment of the mast step to the base it's mounted on. *Bonaire* did not have any such attachment."

- "As a child I often tried to imagine what it was like for my great grandfather, Captain Alexander Mackenzie, at the moment he realized that he had lost his two masted schooner *Advance* in a storm near Oswego in Canada in the late 1800s. Now I think know. The only consolation I have of losing a boat assigned to me is that, like him before me, I was able to get all of my crew off safely. Nevertheless, I will be haunted for a long time by the same question: Is there anything I could or should have done that would have saved the boat? Right now, my sincere answer is 'No.'"

rigged a spare sheet around the drum so they could still roll the sail in if things got hairy and the smaller line parted. It took a bit of lead adjustment to get the sails trimmed just right, but the arrangement seemed to work well on all counts. They were now motorsailing ESE at 4-6 knots. As an added bonus, they were able to engage the autopilot and relax a bit.

Well, try to relax. Mackenzie says both he and White were able to cook normally, sleep soundly and wake rested when off watch. (They did three-on, three-off watches during the day and two-hour watches at night, but often ended up staying awake longer to fix things or adjust the jury rig.) But when they were awake they constantly worried about what might happen if something let go.

"The most obvious danger was that

Despite the rigging problems, 'Bonaire's' radios worked perfectly and she was able to keep in close contact with rescuers and home.



the mast could come down at any minute," says Mackenzie. "But we were also very concerned that the bottom of the mast was pressing against a thin bulkhead in the bilge, and it was within a foot or two of three throughhulls. So there was also the danger that it could drive through the bottom of the boat or break off the throughhulls. There was also the possibility that the mast could break somewhere along its length.

"But our worst-case scenario was that if the mast got loose it *wouldn't* break. It was such a thick, heavy extrusion that we thought it would act like a giant can opener, destroy the cabin, punch through the bottom or side from the inside, and then fall in the water and hole the boat from the outside, too."

The best-case scenario, of course, is that the rig would stay right where it was long enough to get home. Unfortunately, mother nature had other plans.

By Saturday, July 28, the sixth day of the ordeal, *Bonaire* was beam reaching with the same modified sail configuration, the engine almost at idle — and rolling heavily in 25 to 30 knot winds and 10 to 15-ft seas out of the northeast. And the jury rig was beginning to come unravelled.

The first to go were the original shrouds, which you'll recall had been 'shortened' with cable

clamps and retightened. The slightly off-size clamps were now sliding and coming loose, and one by one the shrouds slipped free. Several of the frayed ends started whipping around the boat threatening to damage men or gear, but finally tangled in other parts of the rigging. Then an intermediate shroud jumped off the spreaders. One of the jury-rigged halyard 'shrouds' broke. With each failure, the rig rocked farther sideways, as well as fore and aft, putting ever more strain on the remaining wires.

At first, Mackenzie and White repaired what they could, but by early morning, "We had pretty much run out of spares and 'raw materials', and the weatherfax indicated that conditions weren't going to improve for at least 48 hours. The jury rig was failing and the mast was going to come down. It was just a question of when."

It was time to get off.

"We figured one eulogy for the boat was cheaper than two eulogies for the commanders," noted Marcus.

Once again, the Coast Guard got a call and another AMVER ship was diverted. Another C-130 arrived overhead and this time, they stayed on station, circling above the yacht for three or four hours until the rescue ship arrived.

By the time the Japanese car carrier *Century Highway 1* loomed over the waves about 7 p.m. that evening (finally a daylight rendezvous!), there were no more shrouds left on *Bonaire's* leeward side except for one running back.

THE ABANDONMENT OF *BONAIRE*

In a repeat of the earlier evacuation, the huge *Century Highway* pulled to windward and stopped her engines. Despite the lee given by the ship, the seas were still bumpy and the 'venturi' effect of the wind whipping around the ends of the ship caused *Bonaire* to nearly collide head-on during her first approach. ("It was like skateboarding uphill with a broken leg!" noted White, whose great sense of humor helped buoy spirits throughout the ordeal). On her second pass, the two vessels hooked up okay, yacht's port side to the ship's starboard.

Again, lines were thrown from the main deck and Mackenzie and White scrambled up a Jacobsen ladder with their ditch bags.

Among the items taken off *Bonaire* were the log and other ship's papers, and — as requested — the EPIRB. Among those forgotten in the last-minute confusion: the camera with which Marcus had documented the whole incident. Mackenzie's last glimpse of the boat was from the top of the ladder as he was

pulled inside. The ship's lines had been cast off and she was drifting back into the wind-whipped swells.

White and Mackenzie were taken to the bridge to meet the captain and his officers, who were as gracious as they were resplendent in impeccable white uniforms with white gloves. Translation was provided by the Philippino third officer, who spoke perfect English. (Most of the crew were also Philippino.) The captain welcomed the two sailors to his ship and showed them to the pilot's cabin located near the bridge. "Before he went back to his duties, he mentioned that our masthead had been about even with his bridge — and coming to within a couple of feet of hitting it when the boats rolled together!" says Mackenzie.

The two sailors rode with the ship to Panama — "treated like VIPs the whole way" — and flew home from there on August 6, which brings this strange tale to an end. Or at least one end. Neither Mackenzie nor White can imagine that the half-million dollar *Bonaire* remained

afloat long after the mast came down (although stranger things have happened.) Although Mackenzie requested that a beacon be put aboard or dropped nearby, to his knowledge this was not done.

After extensive interviews with Mackenzie, the insurance company did mount a salvage effort. A drift analysis was done and at this writing in mid-August, a tug was reportedly on its way to search for the boat. We'll let you know in the next issue if they find anything.

"I'm grateful and amazed at everyone who helped us out," says Mackenzie. "My crew were terrific and the boat would never have lasted as long as it did without their efforts. The Coast Guard was very professional and reassuring. And the skippers of all three vessels that came to our aid were incredibly skilled in maneuvering their vessels. I thank them all for the safe return of my crew and myself."

— latitude/jr

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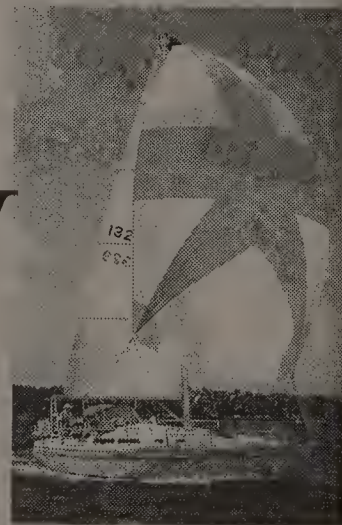
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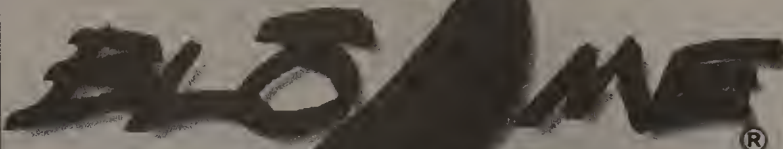
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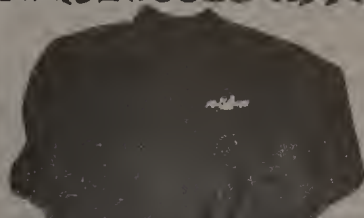
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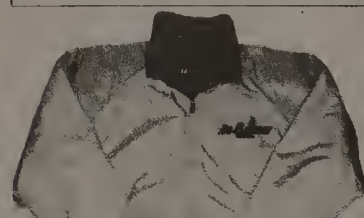
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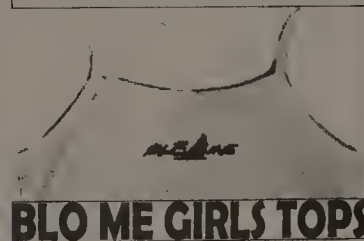
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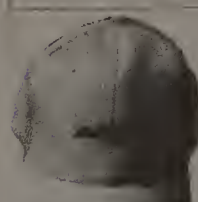
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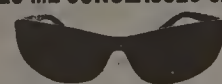
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COASTAL CLEANUP DAY

Some 120 countries around the world and all 50 of the United States recognize the third Saturday of each September as International Coastal Cleanup Day. So it is that from 9 am to noon on the 15th, the California Coastal Commission and Brita Products will 'present' — in cooperation with many non-profits, businesses and other organizations — the 17th annual California Coastal Cleanup Day. According to the organizers, "California's shorelines collect millions of pounds of debris throughout the year — debris that can endanger marine animals and humans alike."

What kind of debris? In 2000, the so-called 'Dirty Dozen' were: 1) Cigarette butts, 229,928; 2) Foam plastic pieces, 84,256; 3) Plastic pieces, 78,362; 4) Paper pieces, 70,633; 5) Food bags/wrappers, 67,054; 6) Glass pieces, 54,296; 7) Caps, lids 47,832; 8) Straws, 33,512; 9) Other metal items, 26,486; 10) Bottle caps (metal), 20,997; 11) Other plastic items, 20,141; 12) Beverage bottles, 19,969; and 13) Old *Latitudes*. Oops, that's a baker's dozen.

How bad is the problem? In some places it's terrible. For example, we took the accompanying photograph on a quiet weekday earlier this year from Belmont Pier in Southern California. Can you identify how many different items of debris were polluting this one very small area of water?

The Coastal Cleanup Day is a terrific idea, and it's easy for you and your friends to help out: Pick one of the 400 cleanup sites — which can be along the ocean coast, or even the 'coast' of bays, creeks and rivers. Then visit www.coastal.ca.gov for directions to the cleanup site and other information.

When you get to the site on the 15th, check in with the local site captain, who will provide you with trash bags, latex gloves, and a special data card and pencil to record what trash you collect. The data will be helpful in identifying the sources of litter and help creating better solutions to the marine debris problem — and getting more funding for the next year's event. If you pre-

fer to just clean up a beach without providing any data, that's fine, too.

Most folks assume the Coastal Commission is a great agency that can do no wrong because they're 'for the environment'. But is there a 'dark side' to the agency? We're starting to think so. In fact, while you're out cleaning up the beaches on the 15th, here's some stuff about the Coastal Commission you may want to mull over, stuff that might suggest that from time to time the agency has been on the verge of going off the deep end:

1) Until 1987, the Coastal Commission often demanded that property owners deed over strips of land in order to obtain building permits for their property. The United States Supreme Court finally stopped this practice, declaring the program "an out-and-out plan of extortion". That the courts would find a non-elected government agency guilty of extorting property from private citizens is disturbing to say the least.

2) In 1994, the California State Court of Appeals described the Commission's procedures "as a long term nightmare . . . beyond both the ridiculous and sublime." Hmmm.

3) Every Arbor Day folks plant trees to improve and/or restore the environ-

ment and animal habitats. This is a good thing. After learning that 90% of the natural sealife habitats along the California coast have been lost, marine researcher and environmentalist Rodolphe Streichenberger decided that something should be

done about that, too. So he founded the Marine Forest Society with a goal of restoring and replenishing habitats on the ocean floor. We're not familiar with the details, but the concept sounds great. In fact, we've often wondered in print why such projects weren't started long ago.

In 1993, the Marine Forests Society won permission from the State Fish & Game Commission to create a 10-acre

mussel farm off Newport Beach's Balboa Pier. The plan was supported by city officials and some aquaculturists. Last year, however, the Coastal Commission put a cease and desist order on the experiment. Streichenberger remains defiant. "I will play David so long as Goliath prevents me from creating my kelp forests to bring life back to the sandy ocean bottoms."

It seems to us that there are two parts to the equation of a healthy ocean. One is to reasonably conserve whatever sealife stocks and habitats that currently exist. The other is proactive: to actively restore and/or create new habitats to promote and support a greater amount of sealife — such as Arbor Day does on land and wetland restoration does along the shore. Is this a no-brainer or what?

One reason this hasn't often been done is that there are what we consider to be 'pseudo environmental' groups and agencies — and the Coastal Commission might sometimes fall into this category — who object to creating new sealife habitats. For instance, Environmental Defense objects to leaving the submerged parts of 3,687 old oil platforms in the Gulf of Mexico to serve as fish havens. Their argument is that it would leave the flat ocean floor an "undersea junkyard". We don't think the facts bear this out. It would leave 3,687 great sealife habitats — it's where the biggest prawns are found — and yet 99.84% of the flat Gulf would remain untouched and comparatively barren of habitats and sealife.

Although we're still researching the matter, it's our understanding that the Coastal Commission also objects to doing the same thing with the submerged parts of old oil platforms off the coast of California. All we can think of is that these groups have such a hatred of the oil industry that blinds them to any inadvertent advantages their facilities might provide to the undersea environment.

In a closely related issue, on August 22 the Delaware Department of Natural Resources and Environmental Control — with the blessing of the EPA — started dumping the first of 400 former New York City subway cars into 80 feet of Atlantic Ocean 18 miles off the Delaware coast. Having been cleaned of grease and other toxins, the cars are expected to become "an enriched invertebrate community" for blue mussels, sea bass and other sealife. South Carolina will be taking 300 more of the cars for the same purpose, and

If we were a volunteer interested in keeping the state's waters clean, the first things we'd want to know are the sources of water pollution, and what percentage each source causes.

— AND THE COASTAL COMMISSION

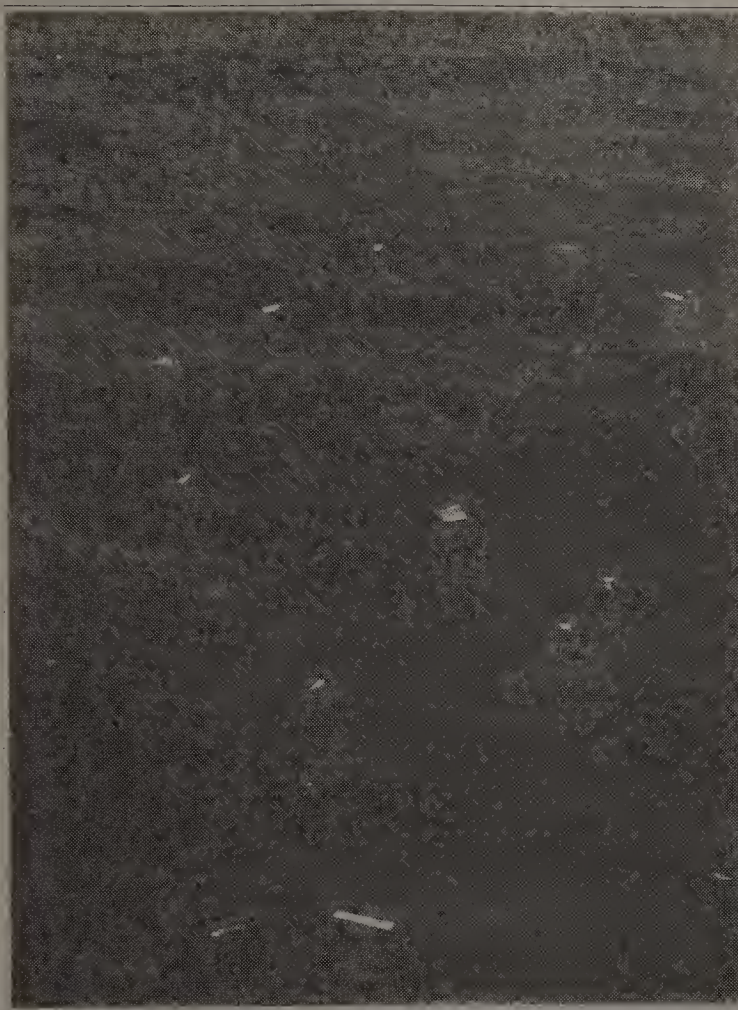
New York, Virginia and Georgia are considering doing the same.

It's also noteworthy that Alabama, who has only 5% of the coastline of the Gulf of Mexico, produces nearly 40% of what is caught in the Gulf by recreational fishermen. The red snapper stock, which had once declined, has begun to recover. Many attribute this in part to 20,000 artificial reefs that have been constructed since the 1950s.

We don't know about the rest of you, but we're thankful that some people are making efforts to increase the number of sealife habitats along the coast of California. And we're more than a little angry that our state seems to be such a laggard in this respect.

In any event, Marine Forests was so determined to replace California's destroyed sealife habitats that they decided to sue the California Coastal Commission. And they won. In a stunning victory for Marine Forests earlier this year, Sacramento Superior Court Judge Charles Kobayashi ruled that the California Coastal Commission was "unconstitutional"! The judge said that the Commission had been violating the state constitution's clause on the separation of powers, because as a body appointed by the Legislature, it had been acting on permit applications and granting cease and desist orders — which are the sole province of the executive branch.

The Commission's Executive Director, Peter Douglas, called the court's ruling "stunning and incomprehensible". Douglas helped write the initiative that created the Coastal Commission way back in '72, and it has been his life's work. And that, we have a suspicion, may be part of the problem. After all, it's not uncommon for people who have held positions of authority for too long — J. Edgar Hoover, Jesse Helms, Fidel Castro and Marshall Tito jump to mind — to lose perspective and become blinded by their long reigns. The last thing we need in a democracy is for the non-elected heads of extremely powerful agencies to start behaving imperiously.



Count the trash at the Belmont Pier. There are more than 40 pieces in just this one tiny area. Where are the 'Pierwalkers'? Maybe the Coastal Commission should identify high priority pollution problems before running off willy-nilly.

We don't claim to be experts on the California Coastal Commission, and we're certainly not saying that they haven't done a lot of good. But given the events cited above — and particularly their opposition to the creation of new marine habitats — perhaps it's high time for a changing of the guard and new blood. Incidentally, we expressed our concerns to several of the public relations people at the Coastal Commission, hoping to get clarifications, explanations or comment. We were told that Executive Director Douglas — who is apparently not available to mere mortals — would get back to us. Regrettably, he did not. Hopefully, he will in time for the next issue.

By the way, if anybody knows how to create effective sealife havens from inexpensive parts — perhaps triangular constructs of pipe — and where they would do the most good, we know somebody with a big catamaran — he wishes to remain anonymous — who would be interested in launching them. "Being an 'eco-terrorist' to create new sealife habitats over the objections of an ossified gov-

ernment agency would be a terrific romance — while doing something positive for the ocean," he said. Julia Butterfly, meet David Dolphin.

Since we've built up a head of steam with regard to what we fear might be suspect positions and policies by the California Coastal Commission, we can't overlook their plans to expand the 'Dockwalker' program. The concept of the program is to use "pier pressure" and boatowner tax dollars to train 'volunteers' to walk marina docks to educate mariners on how to pollute less. Among their most important missions will be to hand out free key floats, oil absorbent pads for bilges, and to point out the location of the nearest pumpout stations. While the goal of educating mariners to prevent water pollution is a noble one that we support wholeheartedly, we think the Dockwalkers concept stinks. We vehemently object to it for the following reasons:

1) The program's very existence is prejudicial and discriminatory, as it inherently demonizes mariners as a class of people in need of remedial environmental education. In addition to being false, this perpetuates a long and disgraceful history of mariners being scapegoated by groups and individuals seeking to expand their power bases and raise money. We're not going to idly stand by and take this abuse.

2) The Dockwalker name alone is incendiary, as it conjures up visions of everything from officious high school hall monitors to the Hitler Youth. Who is going to control the volunteers? How long before they want badges or uniforms, or to be deputized to cite and arrest violators? Just as a lot of high school students wanted to be hall monitors to settle scores with classmates, there are many 'environmentalists' who would like nothing better than to lurk around marinas and make life miserable for those who enjoy boats. The last thing this state needs is Cuban-style neighborhood snitch programs on the waterfront.

3) If there's enough money around for a Dockwalker program, why not a Coastal Commission 'Streetwalker' program to address the more serious problem — see debris rankings above — of the monumental amount of Bay-bound litter generated from places such as downtown San Francisco? After all, ev

COASTAL CLEANUP DAY

everyone knows that non-point source pollution is a far more severe problem than is pollution from boats. Come to think of it, why not a 'Homesearcher' program, where indoctrinated volunteers can call on private residences to inspect for toxic products in kitchens, laundries and garages, most of which will eventually work their way into the waters of the state?

4) The Dockwalker's Handbook is unfair and misleading. One of their 'factoids' states that personal watercraft — jet skis — pollute in "as much as" — car salesman lingo — a '98 vehicle driven for 100,000 miles. What they don't tell Dockwalker volunteers is that jet skis are almost universally despised by all other mariners. What they also don't tell Dockwalkers is that Granny Granola's old Volvo pollutes 100 times more than a '98 run-of-the-mill Ford. In another factoid, they announce that one toilet flush of untreated sewage from a boat can cause the same environmental impact as 10,000 flushes of home toilet *where the waste is processed by muni treatment systems.* [Our italics.] This is apparently some kind of Coastal Commission 'insider joke' on Dockwalker

trainees, because the Coastal Commission is fully aware how many thousands of California 'beach days' are lost each year because those sewage treatment plants are incapable of processing the sewage! Just as they are fully aware how many millions of dollars are paid by government agencies each year because they can't — and don't even try — to meet pollution standards mandated by law.

The worst thing of all about the Dockwalker handbook is that it presents no context. If we were a volunteer interested in keeping the state's waters clean, the first thing we'd want to know are the sources of water pollution, and what percentage each source causes. We don't know if it's by intent or omission, but that most fundamental information was omitted. In fact, when we spoke with Miriam Gordon of the California Coastal Commission, who is in charge of this program, she told us she didn't know. If we were in charge of putting together a handbook such as this, we'd know those statistics chapter and verse.

5) After being intrusive, the worst thing about Dockwalkers program is that it will be an extremely ineffective way of achieving its stated goals. For unless Dockwalkers are on every dock every day for a couple of years, they're going to miss most of the people they're trying to reach. Is that very smart?

Fortunately, we've got a more effective and less expensive way to accomplish the program's goals — without pissing off the very group they are trying to court. Simply place signs that read something like the following, over the entrance gate to each dock:

"We the mariners of California want to remind our fellow water lovers not to pollute the waters of our state. The rule of thumb is simple: With the exception of engine exhaust and organic graywater, don't put something in the state's waters that you wouldn't put in your mouth. Please remember that the harbormaster has a free supply of oil absorbent pads to keep dirty bilge water from escaping into the water. Oily pads can be placed in the bin behind the Harbormaster's Office for proper disposal thanks to a



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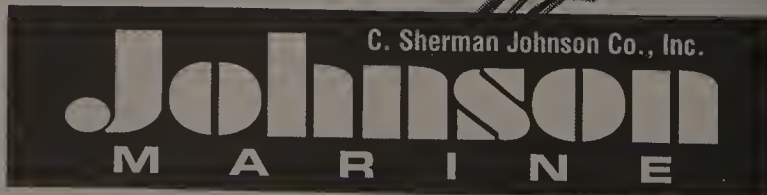
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— AND THE COASTAL COMMISSION

grant by the California Coastal Commission. If you have any questions about protecting our waters, see the harbormaster, who has pamphlets on everything from how to safely wash your boat to the importance of keeping your engine tuned. Your nearest pumpout stations are next to the Harbormaster's Office and at Joe's Fuel Dock one mile to the west. Their hours are 0700 to 1800. The pumpout fees are also paid for by another grant from the California Coastal Commission, which is funded by your tax dollars, and eager to work with you. Have a great day on your boat and the increasingly clean waters of California!"

We believe that the Dockwalkers program is well-intentioned and we believe in its goals. We also want to acknowledge that it's supported by some marine groups and organizations — although some of them feel compelled to do so by political considerations. Dawn Riley of *America True* even took time out from the America's Cup Jubilee in England to call us and express her support for Dockwalkers. As much as we respect

and admire these groups, organizations and individuals, we remain steadfast in our absolute opposition.

What to do if you're approached by a Dockwalker? We recommend that you

If they are not to be hypocrites, all Dockwalker 'volunteers' should eschew meat and dairy products.

ask to inspect the volunteer's environmental credentials. Since all forms of petroleum-based transportation — including public buses — are notorious polluters of the state's sacred waters, ask whether they walked or biked to the marina? Is the volunteer's clothing all made from organic cotton? Synthetic fabrics are forbidden on petroleum grounds, as

is conventional cotton, which is grown with the aid of the pesticides that so devastate our rivers and bays. Rubber shoes are not acceptable, of course, nor is leather, given the severe water pollution associated with raising cattle. What about the volunteer's diet? It will be assumed that he/she eschews all meat and dairy products, once again because the disproportionate pollution caused by the cattle industry. The volunteer would naturally be expected to live in a solar-powered high-density low-impact apartment complex, free from any lawns or plants that require herbicides, fertilizers or much water. But are there any toxic products in their kitchens, bathrooms or laundry rooms? What about children? Any more than one, of course, is more than the planet — let alone the state — has the natural resources to sustain. In fact, what essential reason does the volunteer have for living in the Bay Area — or anywhere in California — where their toxic wastes will ultimately flow into the Bay? Are they not aware that some environmentalists estimate that between 75 and 90% of the region's population will have to be eliminated before the Bay and

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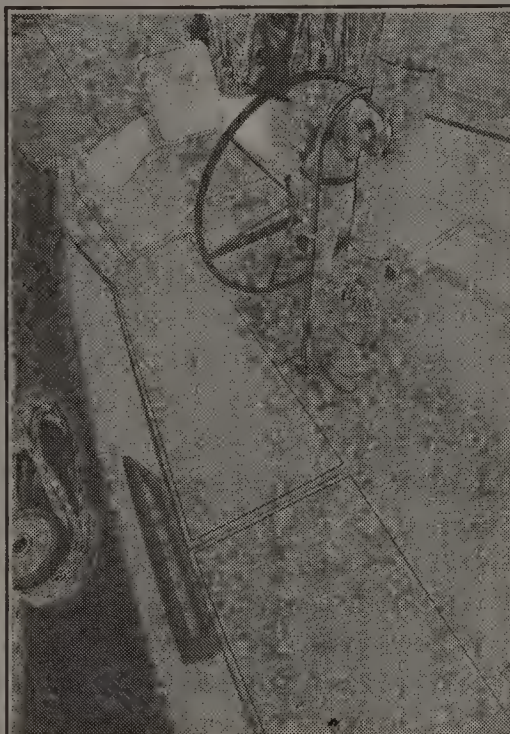
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COASTAL CLEANUP DAY

other state waters have a chance to recover?

If you think the volunteer's environmental credentials are up to snuff, and you feel like listening to their program, that's your choice.

We, however, are so tired of having had to endure these insults that we aren't going to be quite as nice. Consistent with our pacifist nature, we're going to lovingly take the volunteer by the hand led them up to our local beach — the one with all the 'no dogs allowed' signs. And we're going to bend their head down so they can get a good look and whiff of the latest pile of dog poop pathogens that are about to enter the Bay. Then we're going to march 'Dockie' over to the oil and grease-stained parking lot, and ask if they think that stuff will have an adverse affect when it gets into the Bay. Next, we'll drag them down to the road to the big sewer pipe, the one that pours countless hundreds of thousands of gallons of filthy water directly into the Bay each winter. Then we'll escort them into the middle of the road to stop cars, so they can advise the families therein that if they'd only stayed home and

played checkers rather than taken a car outing to the park, they wouldn't have such a negative impact on the waters of the state. Finally, we'd have them take us to whatever individual or organization told them that boats and mariners are responsible for an inordinate amount of Bay and ocean pollution, and demand a breakdown of the sources of water pollution in the state. Lastly, we'd ask them why they don't use our tax dollars more effectively, by going after the major sources of water pollution — which usually include local, state and federal government — rather than harping on the relatively minor ones.

If you agree with us, that somebody on the California Coastal Commission should have read *How to Make Friends and Influence People* before approving this highly offensive program, and if you don't want to be bothered by a Dockwalker during your free time any more than you want to be disturbed by well-meaning religious proselytizers or

telemarketers, we suggest you call or email Executive Director Douglas and let him know in no uncertain terms. Unfortunately, in the best tradition of non-elected officials, the insulated Douglas has no phone number — not even an email address! According to the Commission's web page, "The Coastal Commission cannot receive comments on any official business by electronic mail unless specifically indicated." Well, excuse us citizens from wanting to express an opinion!

So perhaps the best way to express your displeasure is to call Miriam Gordon, who is responsible for the program, at (415) 904-5214. But be nice. After all, this is not a vendetta or war, but yet another step in the long road of trying to educate government bureaucrats in effective ways to achieve mutually desirable goals. If and when you do call Miriam, tell her you're in favor of restoring and creating marine habitats — and ask her why the Coastal Commission isn't.

Up with the environment, down with lousy government!

— latitude 38

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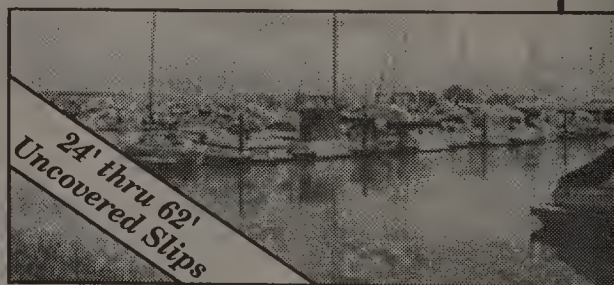
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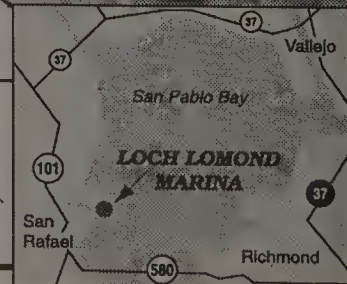
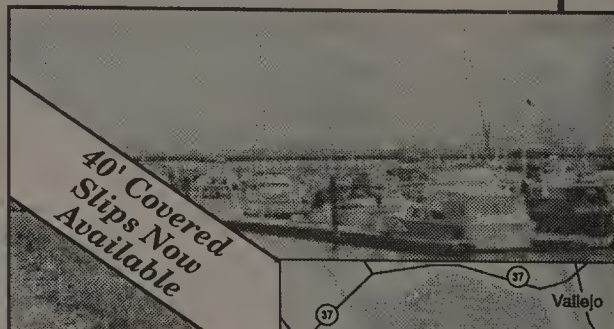


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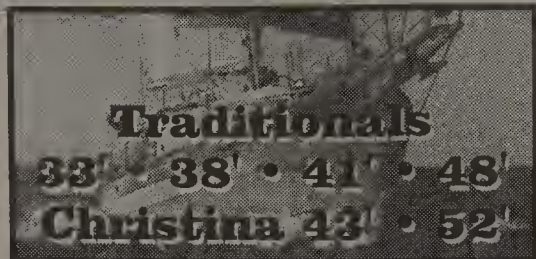
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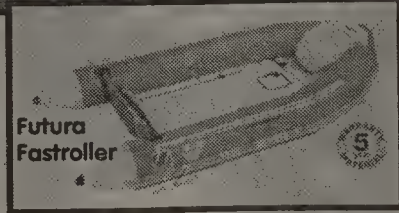
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CHANNEL ISLANDS MISCHIEF

Eighteen summers ago, my brother 'Bear', and I took our infant sons on their first Channel Islands sailing trip in a sweet-sailing, yet cramped, 23-ft sloop. We still laugh about two-year-old Aaron losing his diapers during a beach landing and about the cold, rainy morning when Captain Bear kept Ryan, then 3, and Aaron amused for hours by making mountains of Mickey Mouse-shaped pancakes.

That first voyage spawned a tradition. Ever since, we've taken summer sailing trips — either locally or overseas — with these two salty cousins and their younger brothers, Derek and Zac. Last month, nearly two decades after that first cruise, we set off for the Channel Islands again, this time headed for Catalina, SoCal's offshore haven of summer fun.

Our boat was

Loco. But the boys were bigger too. In fact, with each of them now around six feet tall, we were destined for some close family bonding whether we wanted it or not.

didn't fill in until we were halfway to uninhabited Santa Cruz Island. But as its mountainous profile grew larger on the

boys got their kicks by wake-boarding behind the dink.

Afterwards, with one kid napping in the cockpit, a second

our starboard quarter, we excitedly set our gennaker and plowed our way eastward, paralleling the shipping lanes. Another school of dolphins appeared and joyfully played beside us despite the grating music the boys had pumping through our cockpit speakers.

It was well past dark when we slid past the Ship Rock light on the approach to Isthmus Cove, named after the half-mile-wide ribbon of land that nearly divides Catalina in half. Although it was after

A pod of dolphins came out to play, effortlessly gliding through the swells as if in mockery of our six-knot boat speed.

Looking more like we were setting off on an expedition than a week-long jaunt, we brought along an inflatable kayak; two surfboards; two boogie boards; masks, snorkels, fins and wetsuits for six; dozens of music tapes; extra jerry jugs of water and dinghy fuel; and enough food to satiate a pro football team after a three-day hunger strike. Oh, and several bundles of *Latitudes* to pass out to cruisers in the islands.

horizon, the wind increased substantially and we found ourselves booming along on a beam reach toward San Pedro Point on Santa Cruz' east end. About two miles before rounding it, a pod of dolphins came out to play, effortlessly gliding through the swells as if in mockery of our six-knot boat speed.

Around the corner at Smuggler's Cove, we dropped the hook and took an invigorating dip in the chilly 56° water. Only wimpy

wrestling off his wetsuit and a third showering on the transom, Bear elbowed his way to his pulpit-mounted barbecue to cook up some marinated tri tip for *fajitas*. The scene was reminiscent of that old party game, Twister! It was obvious that we'd be climbing over and around each other frequently during the week ahead.

Captain Bear and I slept in the cockpit, anticipating a first-light departure for Catalina. But after dutifully rising at dawn, we squandered two hours of daylight repairing a jammed shifter linkage before we were finally able to motor past the three fog-shrouded peaks of Anacapa Island and set a rhumbline course for Catalina's west end, some 56 miles away. The seas were glassy and windless.

Around midday, just as the breeze was filling in, the discordant snoring and other (ahem!) bodily noises below decks ceased, and the boys finally dragged themselves topsides. With 12 knots blowing across



considerably bigger than on that memorable excursion in '83 — we took Bear's Santa Barbara-based Kettenburg 32 Oso

With no surf at Yellowbanks, the boys get their kicks by wakeboarding at Smuggler's Cove.

As is typical when heading out to sea from Santa Barbara Harbor, the breeze

little waves were breaking off nearby Yellowbanks, so instead of surfing, the

ALL PHOTOS: LATITUDE / ANDY



— AVALON OR BUST

9 p.m., we hailed the harbor department via VHF just for the heck of it, and to our surprise a female patroller answered in a cheery tone: "Sure, we have a mooring for you. I'll be right out to lead you to it." We were dumbfounded.

Even in the darkness, hooking up to a fore-and-aft mooring was a no brainer, as a tall "wand" (like a man-overboard pole) is attached to a bow hawser, which is also connected to a stern hawser by a light,

weighted "sand line" (which ultimately lies in a U-shape beneath your boat). The same system is used island-wide. "Geez, how come we don't have these in the Bay?" we thought.

Ashore, the settlement called Two Harbors is tidy, unpretentious and decidedly family oriented. Facilities look minimal from the water, but on closer inspection you realize there's just about



Hamming it up at Isthmus Cove with Amber (second from left) and the girls.

everything a boater could ask for: 24-hour heads, showers and laundromat; a general store that stocks everything from fish hooks to Mt. Gay rum; a restaurant; an open-air bar and a beach volleyball court — which we soon made

good use of. On the opposite side of the isthmus, a 10-minute walk away, lies Catalina Harbor, a deep, fiord-like inlet that offers the island's best protection in rough weather, but

has no shoreside services.

While we dads were scoping out the facilities, the boys were making some discoveries of their own: The beach was swarming with bikini-clad girls. "Unfortunately, they're all like 16 or 17," lamented 21-year-old Ryan, the oldest of the cousins. No matter, the guys wasted no time in befriending Amber — who wore an impossible-to-miss tiger-striped bikini — and her three lovely girlfriends. They'd sailed out from L.A. with Amber's mom on a 38-footer. Suddenly none of our tribe was very interested in snorkeling or exploring the nearby sea caves.

The next morning, while the boys remained in hibernation, we made for Avalon, about 12 miles down the coast, to try our luck at securing a mooring. Upon arrival we were informed that all 400 moorings were taken, including the dozens that lie outside the breakwater at Descanso Bay. It was, after all, the absolute peak of the season. "No matter," we thought, "we'll just drop the hook outside

Looking as if she's heading off on a major expedition, the mighty 'Oso Loco' makes a beeline for Catalina.



CHANNEL ISLANDS MISCHIEF



and be first in line the next morning."

Several other boats lay at anchor just beyond the mooring field, apparently having the same plan. As we pulled up beside them, though, we noted that the depth was 150 feet and the rocky sea floor was rapidly descending. "These guys are nuts! Their anchors must be in over 200 feet of

water — or else they're lying on '1 to 1' scope!" It was as calm as a mill pond, but we weren't about to risk it, knowing we'd be sleeplessly nervous all night if we did. So we made a trophy run around the inner harbor before retreating back up the coast.

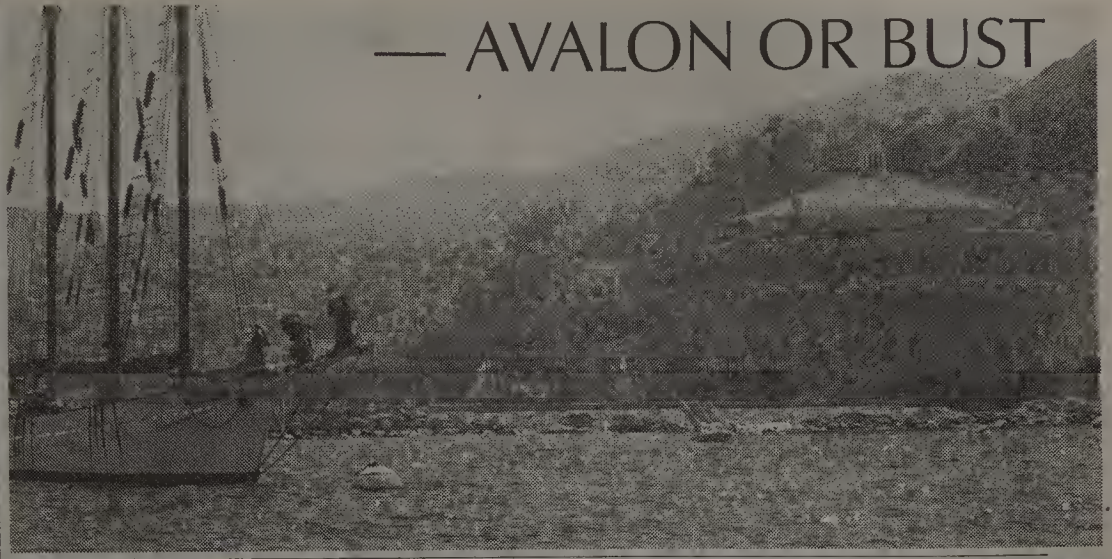
With its circular 1929 Casino keeping a vigil over the inner

harbor, the bustling little city of Avalon has evolved from its flamboyant Depression-era legacy of big band dance marathons and Hollywood celebrity hijinks, into its contemporary role as a sun-baked getaway for Southern Californians, desperate for a respite from the stress and congestion of L.A. County living.

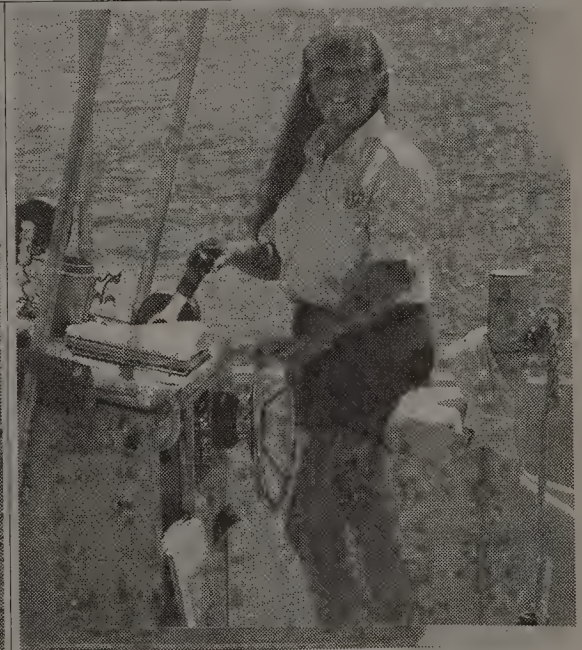
Ringed by steep sided green hills that are lightly sprinkled with grand multistory houses and vintage Victorian mansions, Avalon has the unique distinction of being the only town in the Channel Islands — a sort of sacrificial lamb to the needs of the masses. But outside of Avalon, Catalina today is almost as rugged and unspoiled as it

was when Juan Cabrillo 'discovered' it in 1542. Over the centuries its control passed from Native Americans to Spaniards, then to an American cattle baron before chewing gum magnate William Wrigley, Jr. bought it in 1919. He soon developed Avalon, built the Casino ballroom and the legendary steamship

— AVALON OR BUST



Peak season at Avalon. Clockwise from upper left: Avalon has no big sandy beaches, but that doesn't stop sunworshippers from staking a claim; the ultimate landmark, Avalon's 1920s Casino; no shortage of beautiful people; efficient and friendly Harbor Patrollers greet you on arrival; cruising, SoCal style; just hangin' out; inflatable furniture expands lounging potential; bring everything in the garage — even the Hobie Cat; mid-summer log jam in the inner harbor. All photos: latitude/aet



Catalina to bring in revelers from the 'Southland', some 20-odd miles away.

In mid-August the inner harbor is abuzz with all manner of vessels, from gleaming motoryachts to rust-streaked ferro-cement sailboats. And since the short crossing is generally benign, most boaters seem to bring the entire contents of their garages: inflat-

able water toys, beach umbrellas, lounge chairs, hammocks, you name it. We saw a sailboat with a Hobie Cat on her foredeck and a cabin cruiser with a swimming pool slide slung from its flying bridge down across its transom.

After an uneventful night at

White's Landing, we returned to Avalon at 7 a.m. and were soon greeted by a remarkably cheerful and efficient female harbor patroller who found us a mooring outside the breakwater, just a stone's throw from the spectacular Art Deco ballroom. We were in! None of us had been to Avalon for years, so we were anxious to get ashore. Armed with a

volleyball, sunblock and towels, the boys set off immediately to check the action — again, the pebble-covered beaches were peppered with good-looking teenagers.

During our two days at Avalon we visited the historic ballroom, explored the back streets, browsed the boutiques, snorkeled the kelp beds and played

enough volleyball to last us a decade. For us dads, the most fun was just people-watching. SoCal boaters are a crazy lot, most of whom would probably be terrified by a 25-knot blow. But there's no denying, they're well practiced at enjoying their holidays afloat, no matter how modest or opulent their vessels may be.

CHANNEL ISLANDS MISCHIEF

In the evening, the broad esplanade that runs along the back of the bay was swarming with teenagers, all checking each other out while conveying a sense of carefree independence — as if they hadn't come to Avalon with their parents. Our younger boys were delighted by the bebies of SoCal beauties: "We've got a great system worked out," explained Derek.

"Zac's got the bod, but I've got the chatter, so he stands in front with his shirt off while I stand behind him and do the talking."

Meanwhile, Ryan, who'd turned 21 all of two weeks earlier, had other ideas: "Come on guys," he said to Bear and I, "let's leave the kids here and check out the Chi Chi Club." We did, and finally he found some ladies his own age to talk to.

With frequent shore boats running until the wee hours, everyone eventually made it home for the night-long snorefest.

We broke up the homeward beat with another layover at Isthmus Cove, where Amber and the girls were still holding

court. As it was Friday, the Harbor Reef restaurant was hosting a D.J. dance party, but when the boys had their fill they convinced us to set sail at midnight instead of waiting until dawn. After all, they wisely pointed out, we had an 85-mile beat ahead of us and the promise of light winds at best.

Rotating watches throughout the night, we hot-bunked in the salon berths, as the V-berth was hatefully bouncy. By dawn, the cabin sole was covered by a thick stew of sleeping bags, backpacks, tennis shoes and unclaimed sweatsocks. While

Ryan lay comatose after his watch, the half-drunk Heineken that he'd been using for an ash tray the night before bounced off a shelf onto his head, soaking his hair and blanket with its foul, malodorous contents.

As we neared the end of our weeklong adventure, it occurred to me that with any luck we'd probably soon own bigger, more comfortable boats where all on board could sleep in cozy private cabins and our gear could be stowed out of sight, instead of being lashed to the lifelines. But then, sailing with such luxuries couldn't possibly yield such laughable memories.

— latitude/aet

Useful Catalina Info

- **Avalon mooring info:** Hail "Avalon Harbor Depart." or "Avalon Harbor Patrol" on VHF Ch 12 (or 16), 24 hours a day; or phone (310) 510-0535 (no reservations taken).
- **Two Harbors mooring info:** Hail "Isthmus Harbor Depart." or "Catalina Harbor Depart." on VHF Ch 9, 7am-10pm; or phone (310) 510-0303 (no reservations taken). They also administer virtually all other Catalina moorings apart from Avalon.
- **Dive site mooring info:** Call Scuba Luv at (310) 510-7270.
- **Lodging availability:** Chamber of Commerce provides a service, (310) 510-1520.
- **Cell phone coverage:** Good to sketchy depending on island location and your service provider.
- **Best local map:** Frank's Map; (\$6.95 incl. shipping from www.franksmaps.com).
- **Catalina Harbor YC:** (310) 510-0022; (no reciprocal privileges).

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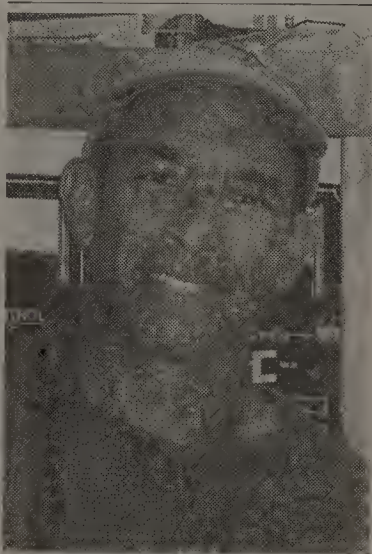
STRAIGHT TALK

For some, completing the Single-handed TransPac from San Francisco to Hawaii is the crowning achievement of a lifetime of sailing, after which they tone down their personal challenges, content in the knowledge that they've sufficiently tested their mettle.

But for Steve Faustina, who completed the race in both '94 and '98, those 2,200-mile crossings were simply the inaugural steps of an around the world voyage — much of it single-handed.

With his New Zealand-built Barnett 42, *Solitaire*, currently lying in Thailand, we caught up with Steve last month during his brief visit to the Bay Area. Now 59, this handsome, good-natured, former Oakland cop doesn't pull any punches when it comes to explaining the gritty realities of dealing with corrupt bureaucrats, taking on crew in foreign ports and maintaining a yacht in third world countries. He's quick to dispel any romantic notions that single-handed circumnavigating is a continuous string of fun-filled adventures. "It's not all sipping cocktails in the cockpit while watching the sunset," he says. "It's hard work!" Running down a list of aches and pains — a sore shoulder, bum knee,

different from that of most contemporary cruisers. *Solitaire* made only four stops between Newport Beach and the Canal, two in Mexico and two in Costa Rica.



Steve Faustina wore a proud smile of after completing the Single-handed TransPac in '98.

"You see, I'm not a cruiser," explains Steve. "I'm a passagemaker. I'm out there for the sailing. If I can do some sightseeing, fine, but just daysailing and anchoring at one idyllic little cove after another isn't for me. When you're singlehanding, or even doublehanding, the fewer stops you make the safer it is. In fact, when I'm alone I prefer going from one full service, secure marina to the next, leaving the isolated anchorages to the real cruisers.

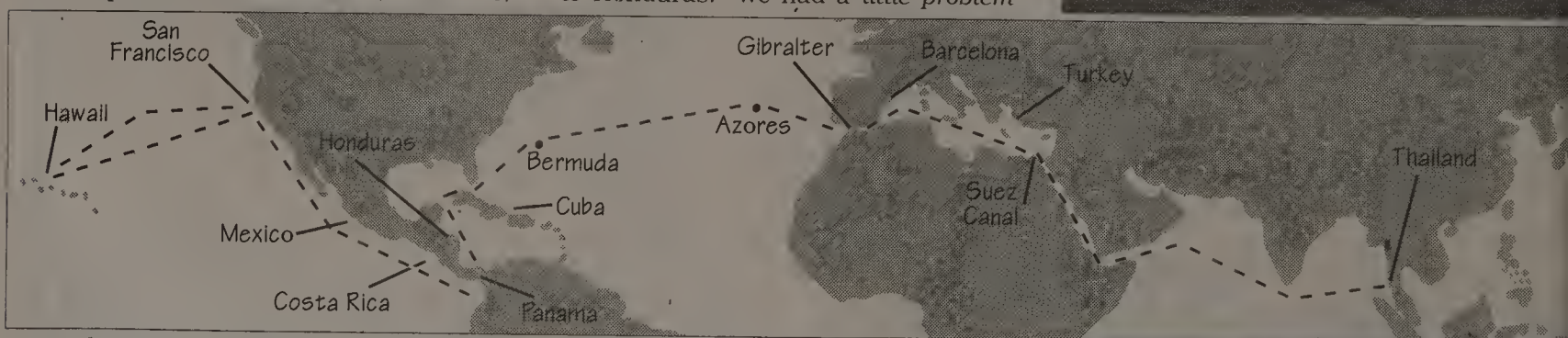
Who knows? Maybe when I'm older I'll feel differently."

Although Wilson had to head home from Panama, Faustina met a German guy who was eager for some Caribbean adventuring. *Solitaire* transited the Canal without incident, but she met with disaster on the sail north to Honduras. "We had a little problem

of a group of Honduran fishermen, *Solitaire* was eventually heeled way over and floated off. She took a lot of punishment during 12 hours of grinding back and forth across the coral, but Faustina credits her sandwiched construction with saving her from destruction. The first layer of laminate was worn away in spots, but no water got inside.

Steve and his crewman initially sailed *Solitaire* 300 miles to Roatan in the Bay Islands, then later to Puerto Cortez where she was hauled, patched and painted at the Honduran Navy base "for less than you'd pay for a typical haulout."

"It sounds funny, but I seem to have more problems when I have crew on



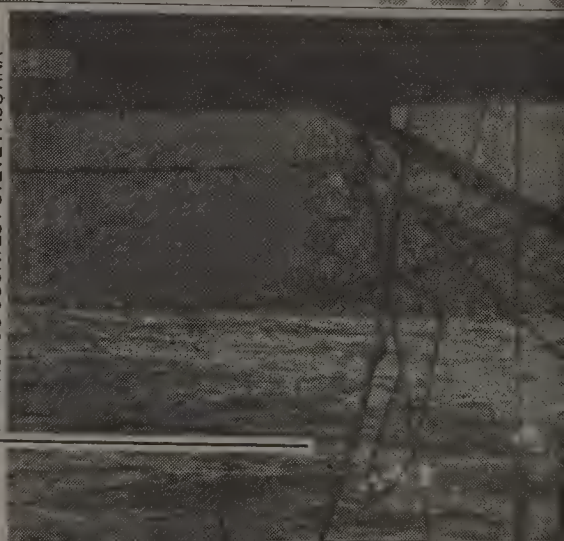
arthritis. . . — he quips that after roughly 20,000 miles, his boat has suffered less wear and tear than he has.

Shortly after the '98 SSS TransPac, Steve brought *Solitaire* home to the Bay and began fitting her out for extended offshore cruising. When he headed south to Mexico in November of the same year, he had no set plan or timetable, but he knew his trip to the Panama Canal — doublehanding with Dave Wilson of the Oakland YC — would be substantially

with a reef," says Steve with tongue in cheek. After enduring three exhausting days of stormy weather on the trip north from Panama, *Solitaire* got pushed into an area of loosely-charted reefs 30 miles offshore, and ended up driving right onto one in the middle of the night. "A mistake like that makes you very humble. We should not have been there. As always, it was simply human error."

They set off an EPIRB and within three hours a fixed-wing U.S. Coast Guard plane was overhead and began trying to recruit local help. With the aid

ALL PHOTOS COURTESY STEVE FAUSTINA



— FROM HALFWAY 'ROUND

board than when I'm singlehanding." Nevertheless, after soloing up to Isla Mujeres, off Mexico's Yucatan Peninsula, he took on three likeable tourists, a Brazilian, a Brit and an American, for the beat east to Cuba.

Of all the places Steve's three-year voyage has taken him, Cuba is one of his favorites. "It's a beautiful place, the people are wonderful, but the 'system' there is inherently contrary to the way human beings are by their nature. Eventually the current system is going to crumble. Our policy is wrong too, though. You don't fight an idea with

weapons or an embargo, you fight it with a better idea. We need open discourse."

The ex-police sergeant was particularly frustrated by Marina Hemingway's

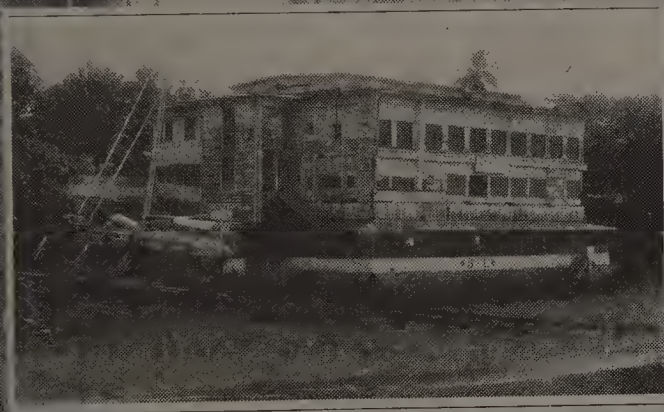
yachties because they thought I was Cuban." No doubt Faustina's *café au lait* skin color contributed to his mistaken identity in Cuba, but it probably helped him fit in elsewhere. "I remember saying to a Cuban I met, 'It's like a prison here.' And he replied, 'No, it's more like an in-

"You see, I'm not a cruiser," explains Steve, "I'm a passagemaker. I'm out there for the sailing."

"triple layers" of security, which prevents locals from fraternizing with yachties. "They hassled me every time I went into the marina or into town with other

sane asylum."

After a month-long layover in Ft. Lauderdale, Steve soloed to Bermuda in June of '99, then on to the Azores. That



Speed: During a stint of singlehanding, 'Solitaire' carries a double-headsail rig. Insets, left to right: Steve stopped at Golfito, Costa Rica, and at the unique Balboa Yacht Club in Panama, which later burned down. At Puerto Cortez, Honduras, 'Solitaire' had an unplanned haulout to repair the damage from 12 hours on a reef.

STRAIGHT TALK

1,800-mile, 14-day passage was his longest singlehanded crossing since the TransPac. "It was a great trip and I really enjoyed the Azores." He arrived just



A 'Gibraltar Ape' surveys the famous harbor at the gateway to the Med. From here, Faustina took a side trip to Morocco.

in time for a week of interisland racing during which he crewed aboard the custom 60-footer *Nivire*, a former Swedish Whitbread entry.

Nivire and *Solitaire* sailed more or less in tandem all the way to Gibraltar. "I actually kept up with them pretty well, too!" He spent two months in and around Gibraltar, including a side trip to Morocco and back. When a Kiwi ladyfriend flew in to join him, Steve happily did a stint of "playing tourist" while harbor-hopping up the Costa del Sol to Barcelona — another favorite spot.

The pair left the boat there while they toured inland, as far north as Amsterdam. "If you want to see the world," says Steve, "buy a plane ticket, not a boat. Unfortunately, most cruisers are so tied to their boats that they see nothing but coastal areas."

In April of 2000 it was on to Mallorca, Sardinia and Tunis, on the North African coast, with — would you believe — the adventure-hungry German friend who'd been aboard during the Honduran grounding.

From Tunis, Steve singlehanded to Malta, then to Crete and on to the Turquoise Coast of Turkey, which he loved. "If you like idyllic, secluded anchorages where you drop the hook in crystal clear water, the Turkish coast is fabulous."

That being said, he's quick to point out that sailing conditions in the whole of the Med and Aegean are usually less than ideal. "There's often not enough wind, or no wind. Then 30 minutes later

it's blowing a gale. In Greece and Turkey, though, you don't really need to 'navigate'. You just line up the next island and sail to it."

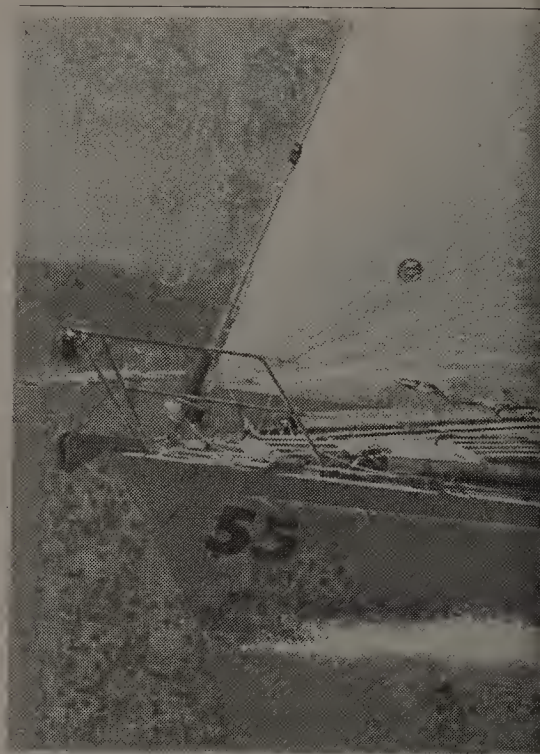
For a singlehander, Steve points out that the toughest thing about sailing the Aegean is that there are few marinas. "You've got to tie up to the city wharf — 'med moor'. When you're singlehanded, that's a pain in the ass. It's dangerous! I've done it and I don't want to do it again."

Despite his complaints, there was no hiding the fact that Faustina had a fine time in Turkey during the summer of 2000, first with his niece and daughter who flew in for a visit, and later with his Kiwi ladyfriend.

After his visitors said goodbye, Steve again ventured inland to see the sights, with *Solitaire* lying snug and secure in the Turkish port of Finike for the winter. His fascination with historic Istanbul — and the friends he made there — kept him in that bustling, centuries-old metropolis for six weeks.

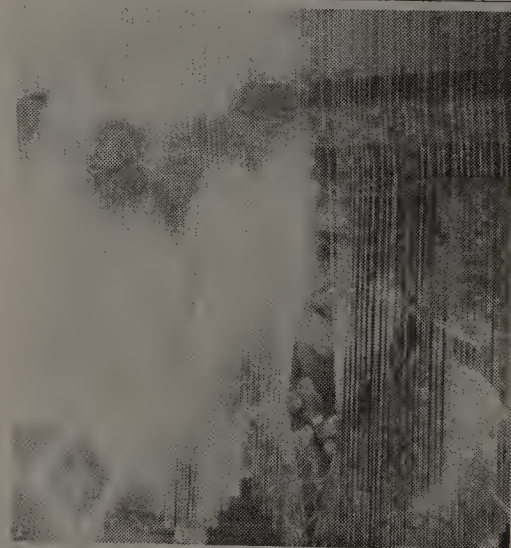
At some point during the winter he made the decision to carry on into the Indian Ocean via the Suez Canal. His extended voyaging was looking more and more like a 'wrong-way-round' circumnavigation, although the often-sarcastic sailor says that wasn't necessarily his original intention. In fact, he's still not guaranteeing that he'll complete *Solitaire's* half-finished lap around the globe. "Sometimes people say to me, 'You don't seem to be committed to this circumnavigation.' Well, no, I'm not. I'm committed to having a good time, and if I'm not having a good time anymore I'm

We think of Spain as a hot dry country. But at Barcelona during the winter of 1999/2000, 'Solitaire' first felt snow on her decks.



not gonna keep bashing my head. If I find some place I want to stay, or a person I want to spend time with, I'd be a fool to just keep going. That's the way I've always lived my life."

In January of this year Faustina sent in a report to *Latitude*, in it mentioning



A young Turkish girl practices her culture's longtime passions, hand weaving intricate patterns into carpets.

that he'd like some crew for the tricky passage south through the Suez and across the Red Sea. One of the respondents was John Guzzwell, Jr., whose father penned the singlehander's classic *Trekka* as a young man and raced to Hawaii against Faustina in the '98 SSS TransPac.

John Jr. and his friend Jennifer soon joined *Solitaire* and the threesome sailed east to Cyprus, then Israel — where "bombs were going off everywhere" — before arriving in Egypt. There, bureaucratic hassles reached a new high.

— FROM HALFWAY 'ROUND



'Solitaire' charges to windward shortly after the start of the 1998 Singlehanded TransPac. She was custom built for offshore sailing.

"Before you can enter the Suez you've got to get an agent, pay fees and throughout the process you've got to pay 'baksheesh' (bribes) to every bureaucrat you meet. And no matter how much you give them it's never enough!

"Now, by this point I'd gotten really fed up with all of this. In fact, as far as I'm concerned, the biggest pain of this whole trip has been all the bullshit bureaucracies you've got to deal with and all the scam artists. Sometimes you get the feeling that everyone is trying to rip you off.

"I know, some yachties might say that if I'm not interested in cross-cultural experiences, then I should stay home. Well, sure, I'm interested in cross-cultural experiences. I just don't like getting gouged and screwed. And then getting cursed because whatever I give isn't enough." Even now, it sends his blood pressure off the graph just talking about it.

No doubt Faustina's particular aversion to scammers and rip-off artists was fueled during his tenure as an Oakland policeman, including, of course, that priceless incident the night before he set sail for Hawaii on the '94 SSS TransPac. Longtime readers will remember that Steve came back to his boat late at night and found a guy stuffing some of the boat's gear into a sailbag. "I'm just getting ready to go cruising," the would-be thief explained. "Oh really?" said Steve. "Well, this happens to be *my* boat. I'm a cop, and you're going to be *cruising* to jail."

Eventually, Steve finally did get

squared away for the Suez transit and, with John and Jennifer as crew, picked his way south through the intense ship traffic of the Canal and the narrow Gulf of Suez.

stayed at the marina and partied every night with the crew of a luxury 120-ft yacht." Needless to say, the owner wasn't around.

The Red Sea transit was a stark contrast to those lazy days: "There's no safe place to pull in; there are pirates and reefs, and there's traffic — one big ship after another." But the last third of the 12-day trip was particularly nasty. "People talk about bashing up the Sea. Well, you bash down too. We had 30 knots of wind and very steep seas for days — some of the worst conditions I've ever experienced." (Jennifer had flown home, so Steve and John, Jr. were doublehanding.)

In such treacherous waters, notorious for piracy, you might assume this former street cop would have an arsenal of weapons on board. Not so. "The way I look at it, if you pull out a gun in a confrontational situation someone is going to die. And if you're being chased by smugglers or pirates, it's probably going

"We had 30 knots of wind and very steep seas for days — some of the worst conditions I've ever experienced."

Anticipating few safe havens in the Red Sea, *Solitaire* made a stop in the Gulf at the modern new Abu Tig marina, which gave Guzzwell and his friend a chance to play tourist, traveling by train and bus to must-see wonders like the Great Pyramid and the Sphinx. Meanwhile, Steve just opted to chill out and relax. "By then I was so fed up with the Egyptians and all the hassles that I just

A sight few Bay sailors will ever see first hand: the nearly-completed Suez Canal Bridge. It spans one of the world's busiest waterways.

to be you — you'll almost certainly be outgunned. If it came down to it, I'd say go ahead and take what you want, even the boat. None of it is worth losing my life over."

Guzzwell had to head home from Djibouti, where the Red Sea meets the Gulf of Aden, so Steve pushed on through the Gulf singlehanded. "After hearing about the bombing of the *USS Cole*, I didn't want to stop in Yemen, but my windvane had been damaged in the Red Sea and both of my autopilots were out."



STRAIGHT TALK FROM HALFWAY ROUND



Wrecked ships foul the waters of Massawa, Eritrea, where 'Solitaire' made one of her few stops during the Red Sea transit.

After two days of sleeplessly dodging ship traffic, he made a cautious stop at the Yemeni port of Al Mukallā. "Actually, Yemen turned out to be a pretty nice place. All the Yemenis I met were nice people; no problems." With no repair options there, though, he soon pushed on to Salālah in the Arab state of Oman and arranged to have a new autopilot flown in.

While there, an American sailor that

Steve had met in the Caribbean flew in to join *Solitaire*, and the two men doublehanded roughly 1,700 miles across the Indian Ocean to Sri Lanka, then on another 1,300 miles to Phuket, Thailand, where *Solitaire* now lies.

Coming home for a respite gave Faustina a chance to reflect on the adventures he's had and the people he's met. Steve says he never once felt that he was treated differently because of his American nationality. "You run up

against anti-American sentiments, but it's against our government, not against American individuals. Hey, they love us. I can honestly say I have had no really negative experiences with people. Even when I know they're trying to rip me off, I can still smile and joke with them and have a good time.

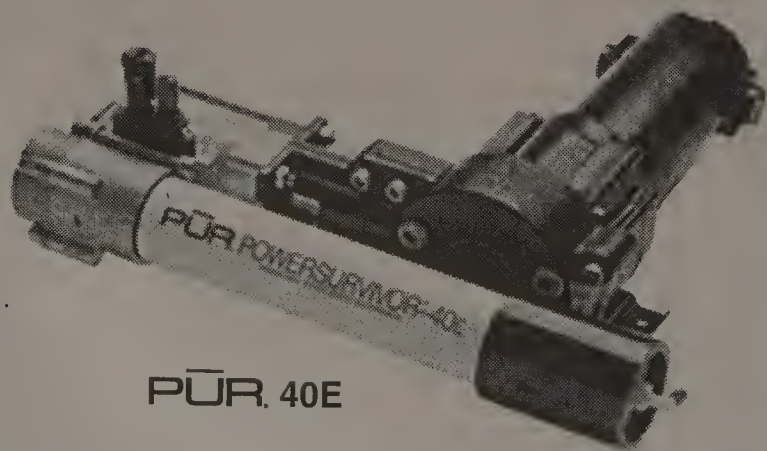
"Overall it's been a very wonderful, enjoyable adventure," says Steve, "but it hasn't always been easy. Maps make you think the world is small. But it's still very big when you're on a small boat. And when you're alone it's even larger and more dangerous."

Exactly when *Solitaire* will return to the Bay is anybody's guess. 'Plan A' is to sail east to Indonesia, then on to Australia and New Zealand, most of which will be upwind sailing. "I've never seen the southern hemisphere, though, and besides, since *Solitaire* was built in New Zealand she seems to have kind of a homing device that's trying to bring her back there."

Wherever winds and circumstance take this solitary sailor, we wish him smooth sailing and the best of luck.

— *latitude/aet*

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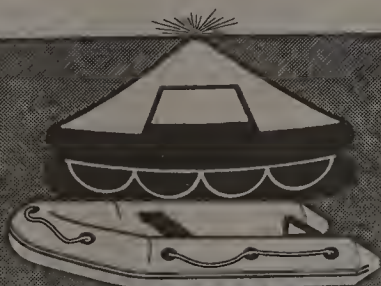
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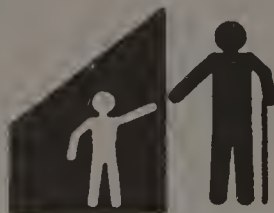
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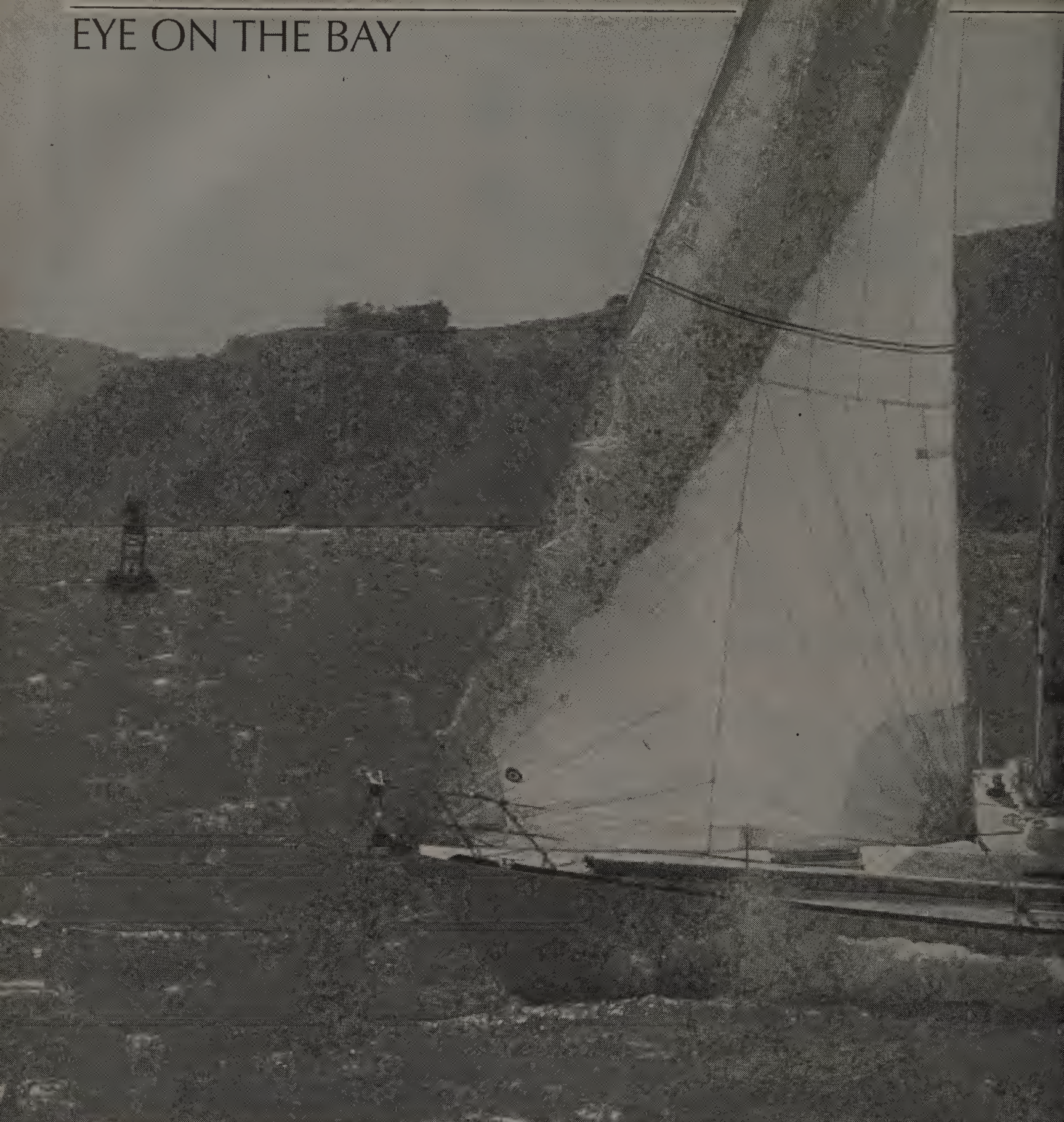
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EYE ON THE BAY



Not to take issue with the late, great Eddie Cochran or anything, but there is a cure for the summertime blues: it's sailing. Hey, it even cures our blues to go out and take pictures of other people sailing.

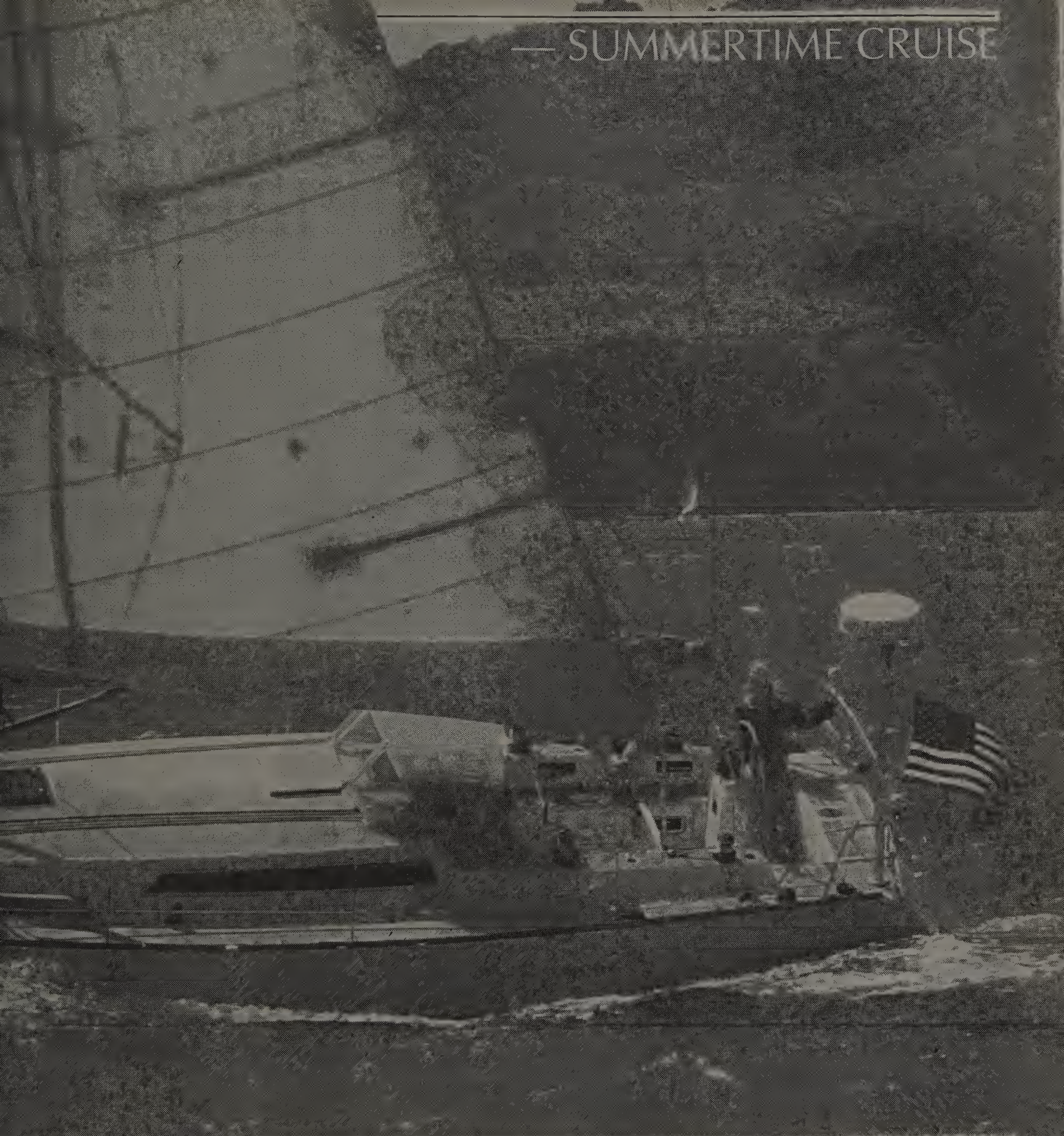
Whenever we plan an *Eye on the Bay* feature, we generally try to think of a

theme to go with it. The working idea for this month's *Eye on the Bay* was originally 'end of summer blues' — you know, kind of a celebration of the last good sailing days before our great summer breeze starts going away. But the first couple of boats we saw happened to be a schooner and a ketch, so the theme instantly

transmogrified into 'split rigs'.

Naturally, that didn't work out either. We saw exactly two more split rigs the entire day. And there were too many other well-sailed boats looking good out there with only one mast. And none of them looked at all 'bluesy'. So then it was 'duality'. That would cover both split rigs

— SUMMERTIME CRUISE



and that WylieCat crossing tacks with a boardsailor. (Dual wishbone rigs, get it?)

You can probably see where this is going. In the end, the 'theme' became what most other *Eye on the Bay* themes end up being: a bunch of nice folks having fun with pretty boats on the Bay.

Hope the photos of the following pages

With a reef in their main, life's a reach for these folks on the Farr 44 'Confetti.'

take away any lingering summertime blues for you. If not, well, why not head on out yourself for a little 'hydrotherapy'? And since we've been humming *Summertime Blues* through the whole layout process, why not have your crew make up

some verses that Eddie might have penned himself if he'd ever gone sailing?

We'll get you started:

"Well my mama/papa told me son, 'You gotta earn some money,' da -dadda-dum, da-dadda-dum. . .

"If you want to use the boat to go sailing next Sunday," . . .

EYE ON THE BAY



— SUMMERTIME CRUISE



August performances (clockwise from above): riding the widowmaker, maybe the theme should be 'triple play'...; making waves on 'Still Searching', HC 43 looking good; 'Bold Flight' gets airborne; ketching the breeze; pausing for swim call; full-tilt boogie; (center) 'dueling' wishbones. All photos latitude/richard.



A BEGINNER'S GUIDE

So you're heading to Mexico and points beyond, and trying to figure out how to stay in touch with friends and family. There are a lot of communications options these days, but the one that seems to work the best for an awful lot of folks is email.

Why email? Because it keeps you in touch without being 'too' in touch. Email never rings. Think about that, it's important when you're anchored with your sweetie in some secluded bay. Email also won't get you lost in voice mail, and it won't ever connect you to an answering machine. Email doesn't care about time zones, and doesn't need to follow a schedule. Folks go cruising for a lot of different reasons, but being able to tear up the calendar and lose the watch are pretty high on our list.

One of the most practical ways for off-shore sailors to send and receive email is via SailMail. SailMail is a non-profit association which provides low-cost radio email service for its membership on the marine bands. It is the brainchild of Stan Honey, who organized the association, obtained the licenses, begged, borrowed, and bought the necessary equipment, and got things rolling. This is the new millennium and the heart of the system is the software, written by Stan and Jim Corenman.

What is SailMail? For cruising sailors, it is a small box and a software program that lets them connect to a network of radio stations scattered around the globe, to send and receive their Internet email. There are nine stations so far and members can use any station, whichever one works best from their location. The whole system is automated, what else would you expect from a couple of techno-nerds? It may seem like magic when you are a thousand miles offshore, but the laws of radio still apply, and get-

more are awaiting licenses for the Carib, and Europe is still on top of the list, waiting for a license to come through—it's not called the "birthplace of bureaucracy" for nothing.

A comment on the website: Stan put together and maintains the SailMail website at www.sailmail.com, and it has a wealth of information on SailMail and radio email in general. Before going anywhere, download everything, but especially the main page and the SailMail Primer page and either print them or save them on a floppy for reference. It is a lot of material but you will someday find answers to questions which you don't even know to ask yet.

What does it take to get connected for email? A computer, radio, and a modem. Pretty much any computer which runs a recent version of Windows will work (and Mac owners can use Virtual PC or Softwindows). There is no reason to spend the extra money on a "marinized" computer. Most laptops are reasonably rugged these days and will do fine as long as you keep them reasonably dry—besides, your boat is supposed to be dry down below anyway, right? The bucks you save on buying a basic 'road warrior' laptop can be spent on replacing it in a year or two when you discover digital photos and suddenly need a larger hard drive.

When computer shopping, remember that the radio-modem connects via a nine-pin serial-port connector, so make sure that your computer has one. Many new machines don't, but you can always add serial ports via a USB adaptor. (Search www.buy.com for Edgeport serial adaptors. They work well and provide extra ports for GPS charting, etc.) And remember that there is no such

Folks go cruising for a lot of different reasons, but being able to tear up the calendar and lose the watch are pretty high on our list.

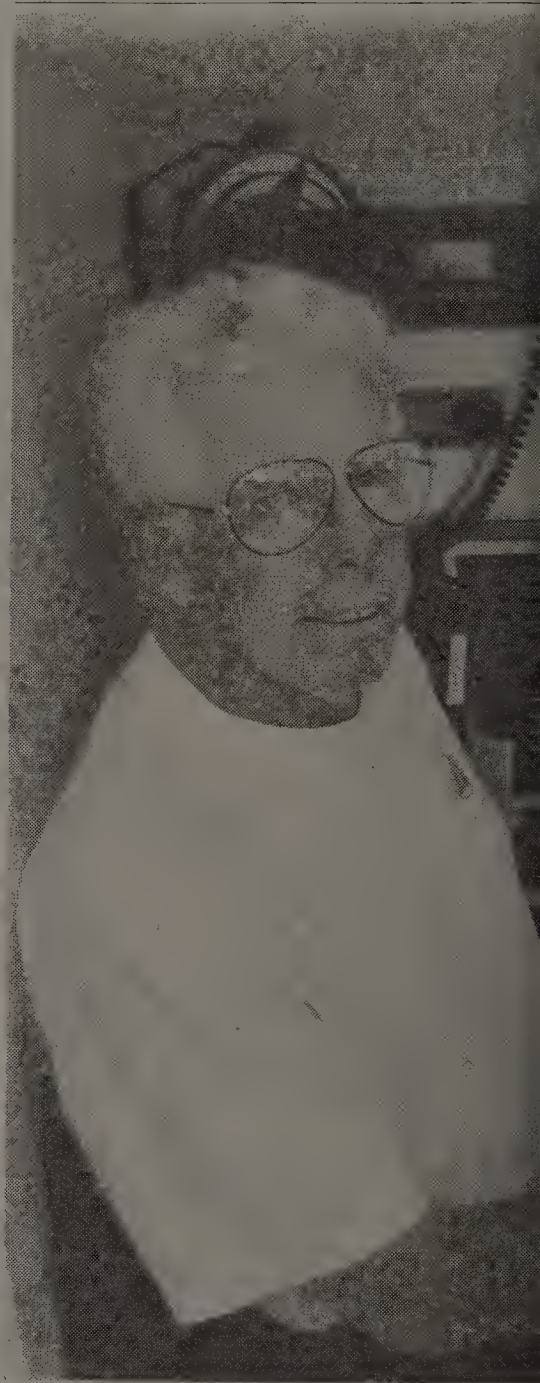
ting through depends on time of day and frequency, sunspots, the right equipment properly installed, and sometimes a bit of luck. There is no way to provide worldwide radio coverage with one or two stations, and as the membership grows we'll keep adding stations. A new station in San Luis Obispo just came on-line, two

thing as too much memory, or too large a hard drive. Email doesn't need much, so if you find yourself with extra capacity, then go buy a digital camera.

Sending email via radio also requires a radio, and the best choice is the Icom M710 or one of its siblings, the M710-RT or M700pro. The M710 is built like a

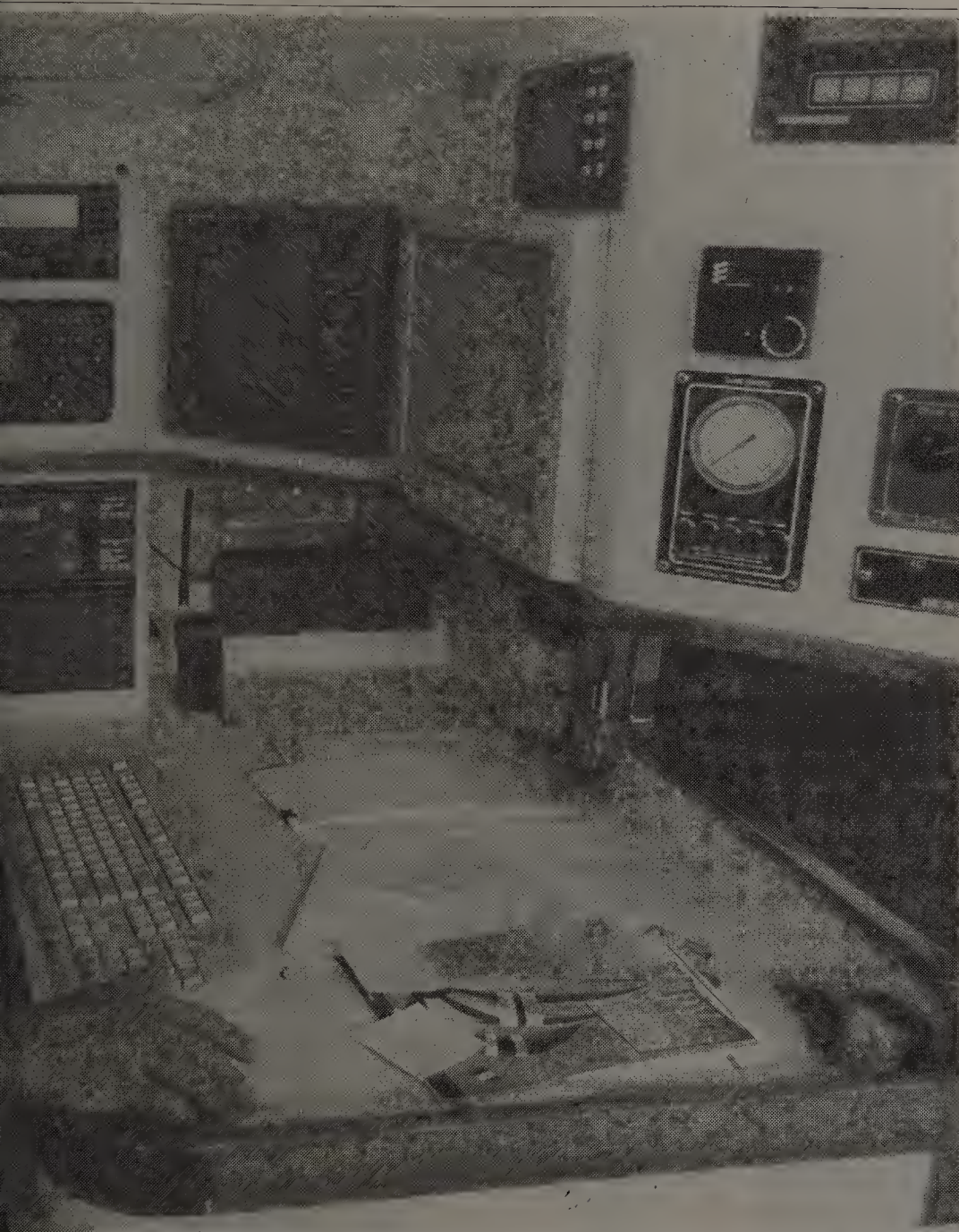
tank and handles email without even breathing hard, the only drawback is that it is a bit bulky compared to others. The "RT" remote-head model helps in this respect, as the radio chassis can be mounted out of the way, but it still needs to be mounted somewhere. Most other marine radios will work but make the installation more complex. We'll come back to that. Whatever the radio you have, it needs to be properly installed, we'll come back to that also.

You also need something to connect the computer to the radio, a radio-modem, which is called a "Pactor controller." Pactor is the protocol, or language, which is used to communicate with the shore station. The one you want is the PTC-II Pactor-2 modem made by SCS in Germany, from a couple of German radio-hams who figured out how to send



LATITUDE ARCHIVES

— TO SAILMAIL, PART I



Checking in with the folks back home. For cruising sailors, as well as offshore racers, SailMail is one of the hottest things since GPS.

1s and 0s efficiently via HF radio. They still make the only decent modem. It's either a small market or no one else is willing to invest the effort (or both). There are other choices, but the SCS modem has a 4x speed advantage. If you already have some other Pactor modem, then SailMail will probably support it, but don't go out and buy one.

There are two flavors of PTC-II modems, the PTC-IIe and PTC-IIpro. (The IIpro replaces the original PTC-II). The PTC-IIe is the basic Pactor-2 modem, and lists for around \$650, cables extra. The PTC-IIpro has exactly the same performance, but adds remote control of the radio frequency and costs about \$300 more.

Where do you get this stuff, and how do you get it installed? SailMail provides the service, but doesn't sell the equipment. The only specialized piece of gear is the Pactor modem, which is available from the distributor (Farallon Electronics in Sausalito, www.yachtwire.com), or from any of the dealers listed on the Farallon website or the SailMail website (www.sailmail.com). One local dealer who supplies a lot of kits including modem, software, support (and radio if needed), is Don Melcher at HF Radio On Board in Alameda (www.hfradio.com). In Southern California, Shea Weston at Ocean Outfitters in San Diego (www.offshoreoutfitters.com) sells modems and radios and does on-board installation and troubleshooting.

You can also do your own installation, and if you stick to the basic formula of

an Icom M710 radio and SCS PTC-II modem, then the chances are quite good that it will work right out of the box. The most common problems are an inadequate ground system and interference from other on-board equipment. Ground systems are worthy of a few pages alone, but the bottom line is that the backstay (or 28-foot whip) is only half the antenna, the other half is the ground system or counterpoise.

A good rule of thumb for ground systems is 100 square feet of underwater surface area, connected to the tuner with a 3" copper strap. For example, an external lead keel connected with a copper strap will work just dandy. An internal lead or iron keel will also work well if you can get to it, as will copper screen laminated into the hull. (Our designer just kept mumbling something which sounded like "dee-lam" whenever we brought that up).

There are lots of other ways to get the required area, copper foil inside the lazarette, metal tanks, etc. But connecting a couple of thru-hulls or a small dynaplate with green wire just won't do. Electrolysis can also be an issue, and there is an excellent article by Stan Honey on grounding issues in the SailMail Primer on the SailMail website.

Interference. Interference can be a problem, especially on complex boats with gensets and lots of other electronics. There are two potential problems: the radio transmitter interfering with other electronics, for example setting off propane alarms and turning inverters on and off. This is dealt with by providing a good ground system, and filters for the critical cables. There is an article on interference in the SailMail Primer on the website.

The other interference problem is from other electronic equipment interfering with your receiver. Shore-power battery chargers are the worst, and the manufacturers of the new "solid state" chargers have totally ignored the fact that folks like to listen to the radio — be it email, weather fax, BBC, the local nets, whatever. Other big sources of receiver noise are small "solid-state" (there's that word again!) inverters, many 12V refrigeration units, fluorescent lights, etc. Computers are fine, they all meet the FCC requirements for radio noise (the so-called Class-B standard), but folks like Statpower think they are immune to those requirements.

If the small Statpower inverters are death on radios, how do you power

A BEGINNER'S GUIDE TO SAILMAIL, PART I

your computer for email or weather fax? The best answer is a small 12V auto/airline adaptor made for your computer. Most computer companies now sell them, as do X-Tend (www.xmpi.com), Lund, Targus and others. What makes them special is the "airline" designation. Those guys use SSB radios also, but have more clout than yachties. They wrote a very tough standard for radio noise, so anything labeled as approved for airline use will be fine.

Installation and Licensing. Once the radio and tuner are installed, the rest is pretty simple: Plug in the cables from the modem to the radio, and from the modem to the computer. The cables should come with clip-on ferrite filters to help keep the RF under control. You will want the modem near the computer in order to watch the pretty lights, and the cable can get long if you have an M710-RT, as the cable plugs into the radio chassis, not the remote head. But that does not usually cause a problem. Just make sure the cables are properly made with shields and filters.

One more detail. You also need a marine radio license. You will need one anyway if you head south to Mexico, but a marine (not Ham) license and callsign is definitely required to use SailMail no matter where you are. This is true even in cases where a license is not required

A marine (not Ham) license and callsign are definitely required to use SailMail no matter where you are.

for voice communication (e.g. U.S. boats in U.S. waters). A marine license is easy to get, just fill out the form and pay the fee (currently \$120 for 10 years). The situation is similar for Canadian boats, see the SailMail website for which form to use and how to fill it out.


You need to sign up for SailMail. You do this by downloading and printing the application from the website, filling it in

and either mailing it with a check or credit card authorization, or faxing it with the credit card info. The current membership cost is \$200 per year. You are joining an association, not buying service, and part-year memberships are not available.

The last piece of the puzzle is the Airmail software, which can be downloaded from the SailMail website. This is the same software used for the Winlink ham radio email system (see www.winlink.org/wl2k or www.airmail2000.com for details). The SailMail version comes configured with the SailMail stations and set up for the PTC-II and M710, all you need to do is install it and enter your marine callsign. For other radios or modems, see the SailMail Primer or the Airmail help file.

We'll stop here before you get 'information overload'. But check out Part II next month, when we'll look at other issues and concerns, and we'll also discuss other HF radio email systems.

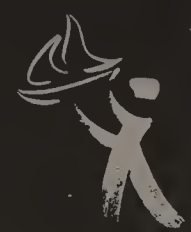
— **jim corenman**



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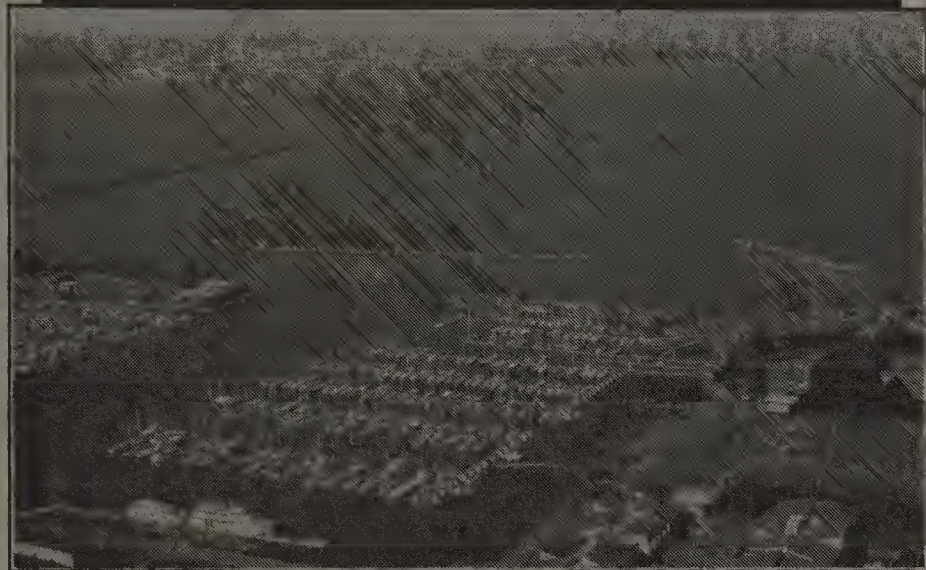
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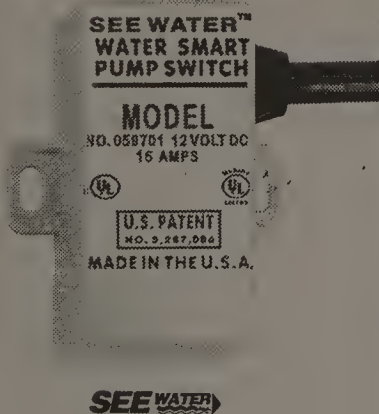
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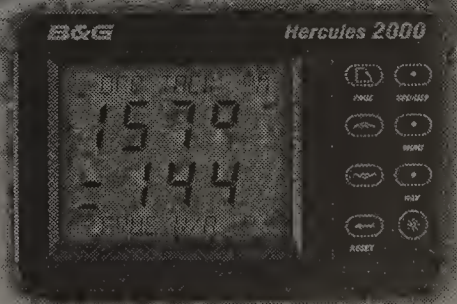
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— Sail magazine, 1995

The fun continued on August 10-12, when St. Francis YC hosted the 2001 Audi J/24 National Championship. Twenty-nine boats (of the now 5,200 built) attended the regatta, with entries from up and down the West Coast as well as two from back East. The J/24 North Americans — a slightly more important regatta scheduled just two months prior in Houston — seemed to have cut into the National's anticipated 40-boat turnout, but the regatta was still a big success.

The sailing conditions for the eight-race, no-throwout series were straight out of the Chamber of Commerce brochure. The series got underway on Friday morning with a double windward/leeward course in the slot between the Berkeley Circle and the Berkeley Pier, the same venue as the '98 J/24 Worlds. The race course stayed the same for the next seven races, with genoas being traded in for jibs as the wind built each day.

The first race went to Geoff Moore, a North Sails rep from Portsmouth, RI, and his *Chuck Wagon* crew. Chris Snow, who works for North Sails in San Diego, sailed *Bogus*, a '95 boat which formerly belonged to his boss Vince Brun, to a seventh in the opener. Snow didn't help his cause by hitting the finishing mark and letting two boats through while unwinding his error. "It was a rough way to start a big regatta," allowed Snow.

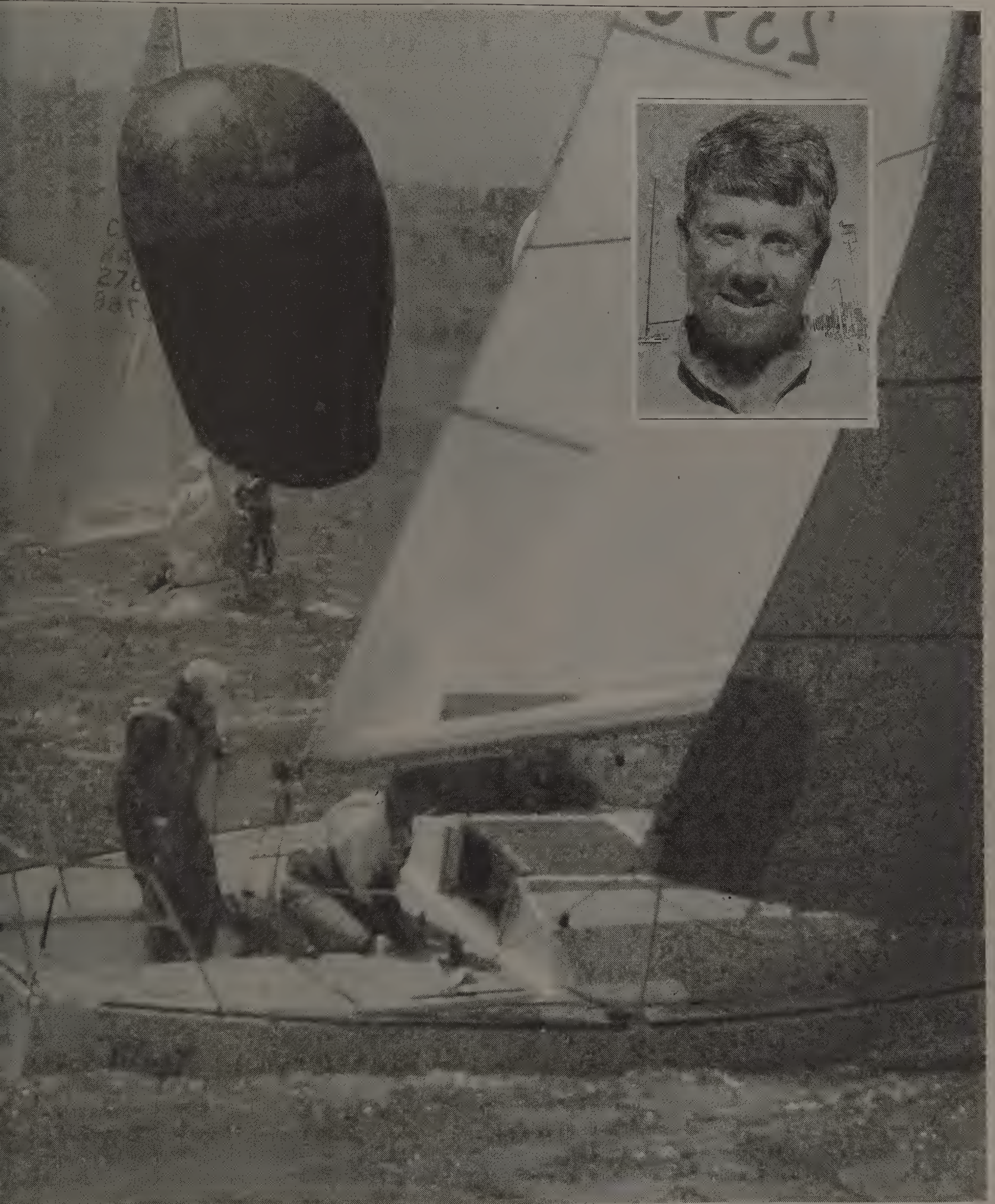
After that shaky start, Snow and his *Bogus* buddies — tactician Nick Van der Wense (Annapolis), Bart Hackworth (Point Richmond), Andrew Kerr (San Diego) and Dave Kurt (Marina del Rey) — got down to business. They harvested five bullets in a row to take the lead from the consistent *Chuck Wagon* by a point after two days. On Sunday, *Bogus* took a fourth in the first race to *Chuck Wagon*'s bullet, putting the Snowmen two points

Spread, leeward gate action. Inset, San Diego sailmaker Chris Snow won for the second year in a row, pulling it out in the final race.

ALL PHOTOS LATITUDE/ROB EXCEPT AS NOTED



— COMPLETELY BOGUS



AUDI J/24 NATIONAL CHAMPIONSHIP



Spread, 'Bogus' (#8) at the favored end of the starting line. Inset, 'Jam-Jam's crunch.'

behind going into the finale.

With the series — and with it, the single coveted qualifying berth to the 2002 J/24 Worlds in Kingston, Ontario — hanging in the balance, *Bogus* pulled out all the stops to finish second. Meanwhile, *Chuck Wagon* stumbled to eighth — and *Bogus* won the Nationals, and a ticket to the Worlds, for the second year in a row. "This one was much tenser than last year's in Newport," he claimed. "I didn't really have the funds to travel to the 2001 Worlds, which were in Japan a few months ago. But I'm looking forward to going to Kingston next summer!"

Also locked in a match race for the third spot on the podium were *Tundra Rose*, owned by Seattle aluminum canoe builder Keith Whittemore, and *Tribal Pleasure*, sailed by Mark Hillman and David Bonney of Annapolis. Going into the last race, *Tundra Rose* was only two points ahead of *Tribal Pleasure*, which had Tiburon pizza magnate Tom Purdy aboard as local knowledge. Whittemore and his *Tundra* gang fired off a bullet to take the bronze in the series, as well as a brand new \$900 Waterline rudder for being the top amateur-driven boat.

Fifth place — and top Bay Area boat (out of 13 entries) — went to *Cool Breeze*. Doug Nugent drove, while U.S. J/24 Class president Nadine Franczyk, Lars

Leckie, Jason McCormack and owner Ollie Kippen pulled the strings.

this place," he claimed. "San Francisco is the best place to sail in the world."

— latitude/rkm

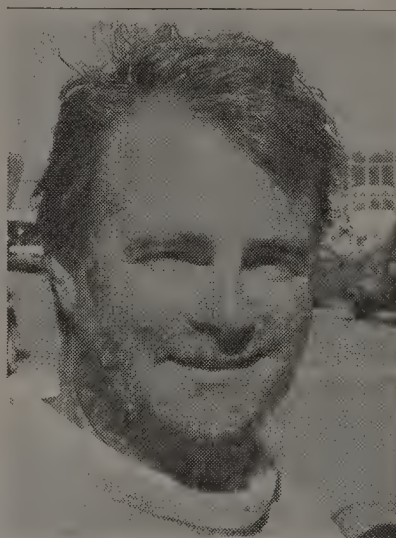
Other than one major collision (*Jam-Jam* was knocked out of the series on Friday with a major hole

in her port side), the fleet behaved itself surprisingly well. There weren't many protests and not even one general recall until the last race, when two were necessary. "This fleet has calmed down a lot," noted chief judge Bob Hobbs, out from Connecticut. "It's not as aggressive and brutal as it was in the old days. The people sailing J/24s now are all really nice!"

Several of the racers claimed the regatta was as good as it gets — great venue, gorgeous weather, stellar race management, generous sponsors (Audi, Stella Artois beer, and half a dozen others), and fun parties.

Chris Snow, as he accepted his trophy, summed it up best. "You can't beat

1) *Bogus*, Chris Snow, San Diego, 18 points; 2) *Chuck Wagon*, Geoff Moore, Portsmouth, RI, 22; 3) *Tundra Rose*, Keith Whittemore, Seattle, 35; 4) *Tribal Pleasure*, Mark Hillman/David Bonney, Annapolis, 39; 5) *Cool Breeze*, Doug Nugent, Sausalito, 53; 6) *Nixon Was Cool*, David Waird/Kermit Shickel, Alameda, 65; 7) *#3324*, Ryan Cox, Ventura, 73; 8) *Big Dogs*, Toole/Turley, Santa Barbara, 73; 9) *Sail Naked*, Rob Bassett, West Vancouver, BC, 82; 10) *Boudicca*, Paul Bogataj,



Runner-up — Geoff Moore.



Third place — Keith Whittemore.

Gig Harbor, WA, 97; 11) *Jaded*, Deke Klatt, Oxnard, 108; 12) *Wonder Woman*, Blaine Pedlow, unknown, 112; 13) *Pandora's Box*, Sonny Gibson/Eric Heim, Newport Beach, 112; 14) *Blunderbuss*, Carl Smit, Palo Alto, 114; 15) *Blue J*, Brian Mullen, San Francisco, 116. (29 boats)

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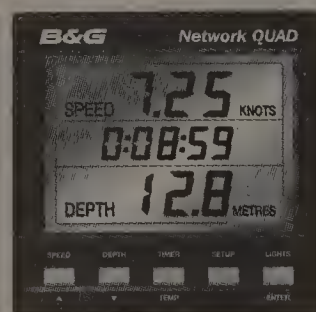
When: October 6, 2001, 3pm to 8pm
Where: Where else? Richmond Yacht Club
What: Hors d'Oeuvres 3pm to 5pm
Dinner 6pm to 7pm
Visiting 7pm to 8pm

We invite all former juniors, instructors and their
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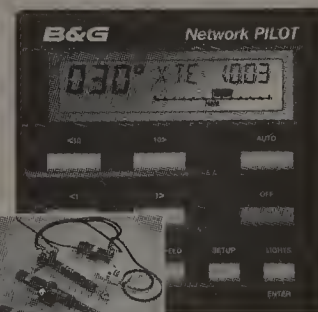
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NEWPORT HARBOR

If you enter the bluff-backed Newport Harbor at noon on a Tuesday, the well-marked rock jetties and entrance are an open and easy reach, like at many other Southern California ports. Inside the breakwater past the Corona del Mar Bend, the ocean swell disappears and a

to dodge dozens of small — and not so small — sailboats merrily tacking back and forth across the channel. And the large charter party boats, glacially mov-

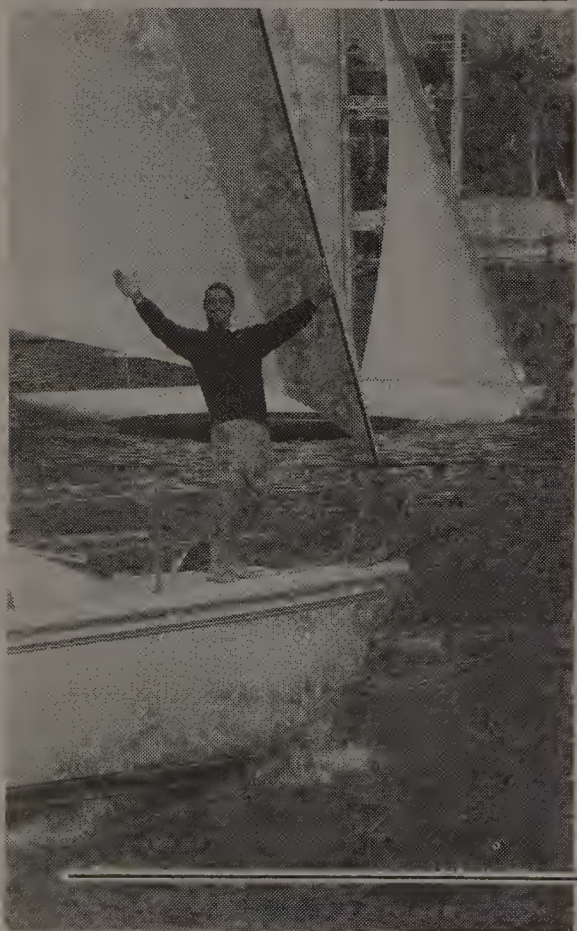
and miles. In fact, if you have a bike, nothing in Newport is "too far away" — not the West Marine store on Pacific Coast Highway, not even Minney's Yacht Surplus up the hill at 1500 Old Newport Boulevard in Costa Mesa.



beautiful three-mile by one-mile harbor spreads out before you like a color photo on a visitor's guide.

What the cruising guides neglect to mention is that when you enter the same lovely harbor on noon on a Sunday, for example — as we did Father's Day with our 48-foot Mapleleaf, *Sabbatical* — it seems as though most of the 9,000 Newport-based boats are trying to squeeze through the 275-yard wide entrance. They may be headed out or back from some adventure, but they all seem to be there at the same time. Adding to the navigational challenge is that you have

"Welcome to Newport!" The locals are generally friendly, especially if you tip well.



The 'cliffs of Corona' give the entrance to Newport a bit of a Mediterranean feel.

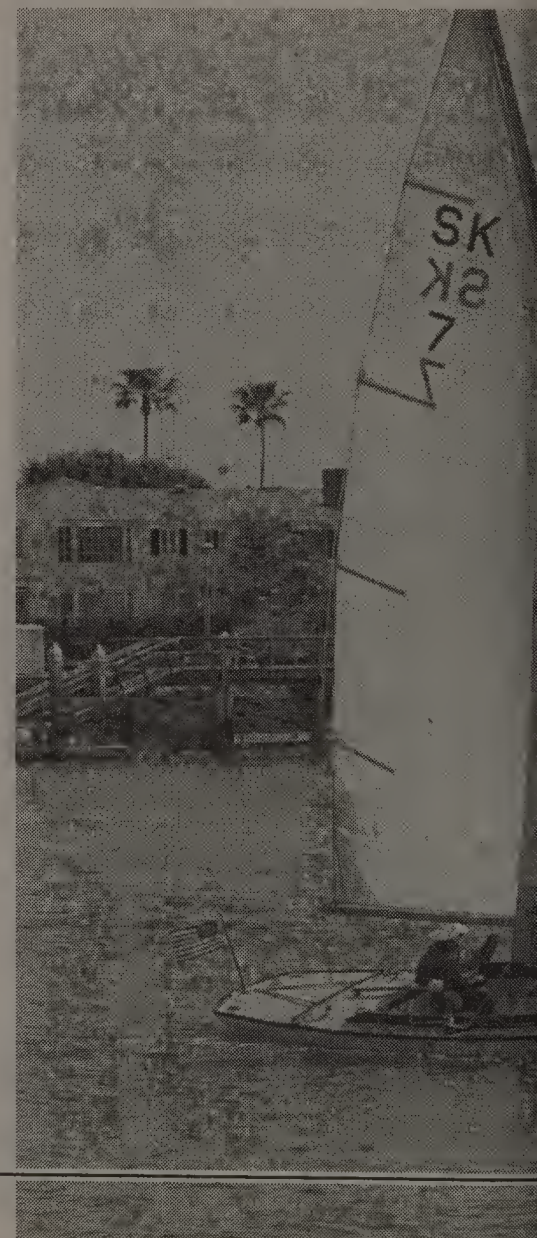
ing along, their guests merrily bouncing to an unheard beat. And we thought we'd be worried about Southern California freeways!

We pulled into Newport as part of our harbor-hopping voyage up the coast from our summer port of San Diego to our ultimate destination, Catalina. There was no way we were going to pass up Newport, which is arguably the pleasure boat capital of Southern California — if not the West Coast. For visiting sailors, one of the terrific features of Newport is that you need a car less than, well, a fish needs a bicycle. It's the most walking, biking and dinghying-friendly port on the Pacific, and there's lots to see and do.

First Mate Sylvia and I, for example, couldn't wait to stroll the ocean beaches, be it the one at Corona del Mar southeast of the jetty, or the Newport-Balboa Peninsula beach that stretches five miles northwest of the other jetty. If we were lucky, there might be a hurricane off Mexico that would send giant waves north so we could watch the local boogie boarders and bodysurfers put their bronzed youth on the line at 'The Wedge'. Afterwards, we could stroll out the 950-foot Balboa Pier or the 850-ft Newport Pier, which are great for watching sunsets. Newport even has great beaches inside the harbor. You may not want to swim in the water, as it's sometimes polluted by bacteria or runoff, but the beaches are great for stretching out on the sand.

Thanks to numerous bike paths and lots of traffic-free streets, bikes are among the most useful things that a cruiser can bring to Newport. There's great riding on Lido and Balboa, the harbor's two main islands, and the beachfront bike path goes on for miles

Newport is a treasure trove to boat lovers, as it is home to one of the largest and most diverse collections of boats in the world. They come in every size, type and era. Because Newport is Newport, most are maintained in excellent condition. When you visit most places with lots of boats, it's hard to see them because they're encased in huge marinas that rarely permit public access. Newport is notably different, because anyone with a dinghy can get up close and personal with almost any boat in the harbor. This is because they're kept at docks behind multimillion dollar homes, on hundreds



— BOAT LOVER'S PARADISE



warm enough for wetsuit-free swimming, surfing and boogie boarding. Like to jog? Join the legions who enjoy the great paths along the beach both inside and outside the harbor. For joggers looking for a change from urbanity, there are nature runs up the Back Bay. Newport is such a lovely and well-maintained place, that some have described it as being right out of a French impressionist painting. It's full of attractive and well-maintained people, too. I soon even got the joke of why it's nicknamed 'Silicon Valley' — even though it doesn't have a tech industry.

Twenty miles south of comparatively windy Long Beach, 65 miles north of San Diego, and — like the song says — "26 miles across the sea" from Catalina, Newport is centrally located from a nautical point of view. By car, it's only a short distance inland to John Wayne Airport or south to cool Laguna. And only a bit farther to Disneyland.

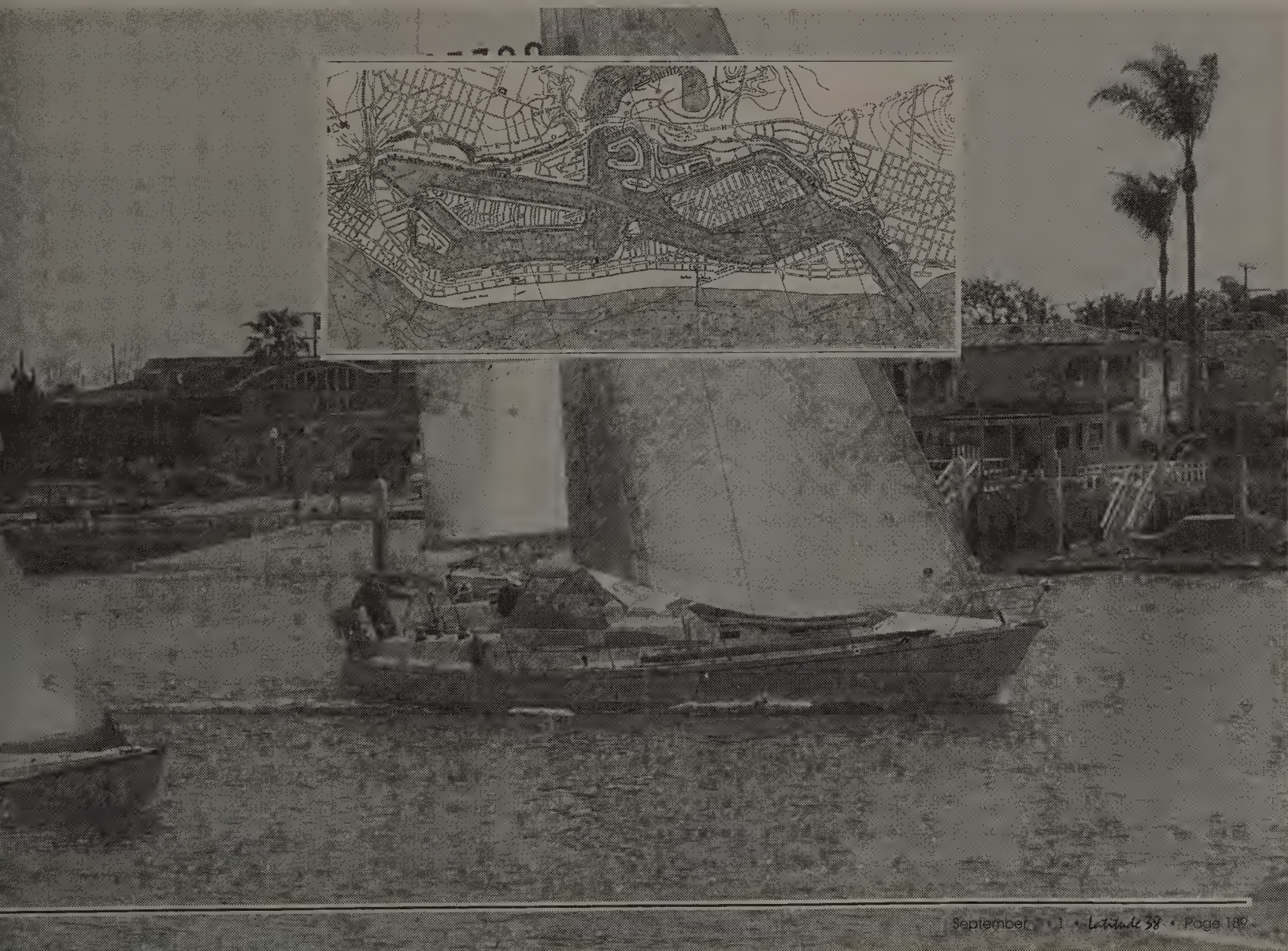
As we threaded our way through nearly three boat-filled miles of inner

of moorings, or in rows right next to shore. What could be a more pleasurable way to spend a warm fall afternoon sailing a dinghy up and down the miles of waterways, checking out everything from the little surrey fringed Duffy electric boats — a Newport specialty — to brightwork-covered schooners and classic yachts that are big parts of West Coast yachting history.

Summer and fall in Newport are about

enjoying all the waterfront outdoor life for which Southern California is famous. There's lots of sun, the air is warm, and even through mid-October the ocean is

Below, sailing Newport Harbor is fun and safe in anything from Sabots to schooners. Inset, any place you go in Newport, there's lots to see and do. Above, the Pavilion was built in 1905 to celebrate the completion of the Red Car Line, yet another mass transit idea that never caught on in Southern California.



NEWPORT HARBOR



ALL PHOTOS LATITUDE/RICHARD
EXCEPT AS NOTED

Ericson 46 *Beyond*, who has sailed from San Francisco to Cabo and done a Pacific Cup, visits Newport often and prefers the anchorage to the moorings. "It's less of a hassle because you don't have to check in, and transients often get assigned moorings that aren't very convenient to dinghy docks. It's true that you're not supposed to leave your boat unattended, but we sometimes do for short periods."

If you have yacht club affiliation, Newport is home to at least five yacht clubs that have the facilities — either docks or mooring buoys — for boats with reciprocal privileges. What the yacht clubs have that the anchorage and mooring buoys don't is nice restrooms and shower facilities — two of the things dearest to the heart of every mariner.

Public access dinghy docks are few and far between in Newport. We found seven. They are most easily spotted by the groups of people fishing from them, using the "No fishing" signs as a coat rack

In Newport, life really is a reach and gentlemen can sail to weather without getting wet. Inset, the Balboa car ferries have been around since the late Cretaceous period.

harbor, we finally found the lone free anchorage — which is located smack dab in the center of the harbor, just to the east of Lido Isle. Boats are allowed to anchor for up to five days without a fee or permit. The small anchorage was packed with sailboats, trawlers, and enough racy-looking speedboats to open a water ski school. With the shouted encouragement of boats already on the hook, we eased our way into the anchorage and dropped our hook in 10 feet of water.

Surrounded by other boats, we had no choice but to put out the minimum possible scope. So it came as no surprise that the Harbor Police later told us, "Our big problem at the Lido anchorage is people who don't put out enough scope and go crashing into other boats." That's one of the reasons for the rule that requires at least one person to be aboard at all times. Another is that it encourages boats not to overstay their welcome.

Although the small anchorage gets very crowded on weekends, it affords a wonderful vantage point to observe the endless parade of boats. And once the weekend was over, most of the boats left, leaving enough room to use ample scope.

If the anchorage is completely full — or if you are faint of heart about squeezing in — the next best alternative is the \$5-per-night moorings assigned by the Harbor Police. Most of the privately-owned moorings are under the jurisdiction of the Harbor Police, so they are leased out when unoccupied. To get a mooring, pull up to the Police Dock, which is located a mile inside the breakwater on the starboard side, and walk up the ramp to the office. Bring the boat's registration and the skipper's driver's license.

"We almost always have a buoy, even in the busiest time of the summer," says

While most small fun parks have gone the way of the buffalo, Newport's Fun Zone has somehow endured for almost 50 years.

Sgt. John Whitman of the Harbor Police, who have a reputation for being friendly and helpful. Don't be alarmed if the Harbor Police assign you an "offshore buoy", as despite the name, they're all inside the harbor. Boats are permitted to stay 20 days a month. The Harbor Police also have five guest slips — which go for 40 cents/foot/night — at their docks. The slips — the largest of which is 40 feet — are often full.

Jeff Haire of the Long Beach-based



— BOAT LOVER'S PARADISE



for their jackets. When you do score a spot for your dinghy — the fishermen were always amenable to moving their lines when we pulled up in *Sabbatical's* dinghy — the same 'no-fishing' signs inform you that you have all of 20 minutes to do your business. The Harbor Police confirm that 20 minutes "is the rule", but they clearly have higher priorities than tagging dinghies for overtime parking. In fact, we saw a few dinghies tied to the docks that looked as if they had been there 20 weeks, not 20 minutes.

One of the most convenient dinghy

A fun day in Newport can be no more involved than just sailing around the harbor looking at other people's boats.

docks to the free anchorage is behind the Island Market Fuel Dock and Mini Mart, which is next to the ferry dock at Balboa Island. If you're going to buy a little gas for the dink or a cold drink or two, you're welcome to tie up for a short time. Right across the sidewalk from the mini-mart is the Island Grill, which several locals insisted has the best burgers in Newport. Next door to that is the Island Market itself, a small grocery store that has all the staples at relatively reasonable prices. Equally important for the transient, there's also a public restroom, ATM, and newspaper stand nearby.

One of the fun things to do in Newport is take the Balboa Ferry from Balboa Island over to the Balboa Peninsula. Ferries run literally every couple of minutes, and carry cars, pedestrians, bikes and surfboards. The trip takes all of about two minutes. You disembark the ferry not far from the Pavilion — which was built in 1905 to coincide with the completion of the Red Car Line — at the Fun Zone, an assortment of somewhat dated arcades, swimsuit stores and tourist shops. They're all aimed at the army of day tripper tourists who arrive in the greatest numbers on summer weekends. There are also public restrooms close to the pier.

We ultimately provisioned *Sabbatical* for a trip to Catalina at the nearby Balboa Market, a block from the only dinghy dock we found in Newport that had neither signs nor fishermen. The prices were just short of shocking. We later learned there is a big Vons in Avalon.

While enjoying the harbor by dinghy, we made friends with a large black swan that hangs out near the Police Dock. We soon learned this freshwater bird is perpetually thirsty, and if you approach in

a dinghy, he'll drink right out of a water bottle. That the Newport swan seemed to prefer the imported Evian to the domestic Crystal Geyser didn't surprise us. A short time after we left, we noticed other small boats stopping by with food and more water for the swan.

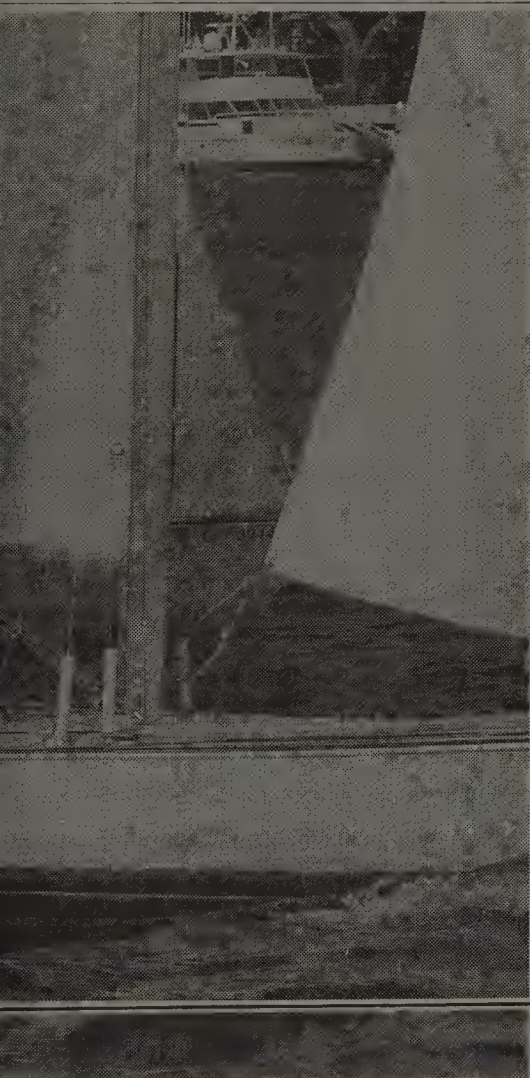
Another hard-to-miss Newport standard is a flotilla of 14-foot, blue-hulled rental fishing boats, most with smoking vintage outboards. Some of the boats look like they were used in the Normandy invasion — and had taken a few hits there. We woke up at the Lido anchorage one morning to the sound of splashing lures all around us. The occupants of the little rental boats were pulling in lots of fish and having a great time, so looks aren't everything.

When it finally came time for us to head out to Catalina, we were the third in our group of cruising companions to

The Thirsty Swan is not a trendy bar (yet, anyway) — it's a real bird who craves fresh water.



MICHAEL FITZGERALD



NEWPORT HARBOR

WHERE TO GO, WHAT TO SEE

If a Newport Beach stop is in your boat's future, here are a few suggestions:

- **The Island Grill** — This place is the kind of hamburger stand your mother said to stay away from. And it naturally has the best burgers and fries in the zip code. Locals swear by the place and swarm it on weekends. We visited in June and then again in July; we can't disagree with the locals' assessment. The hole-in-the-wall place is at the ferry landing on the south side of Balboa Island, at most a 100-yard walk from the dinghy dock.

- **The ocean beaches and pier on Balboa Peninsula** — judging from the crowds, it always seems to be Saturday at Balboa Peninsula. It becomes clear immediately where all those thong bathing suits went when they went out of style

several years ago. The pier (a mile northwest of the harbor entrance) is also a great spot to watch parasailors being dragged around. The motorboats pulling them must have some kind of competition to see who can bring their flying-high guy closest to the pier, sometimes almost over the top. Watch out for flying spit from above.

- **Music at The Village Inn** — If you are lucky enough to be in Newport on a Thursday, former cruiser Don Ross plays at the Village Inn on Marine Avenue, where people from as far south as San Diego line up to hear him belt out Jimmy Buffett songs. The Village Inn is actually a good stop for music every night (except Monday) with jazz and easy listening music. But Ross isn't to be missed,

especially if you are heading south and want to get in the mood. The music goes from 8 p.m. until midnight.

- **Minnie's Yacht Surplus** — Ernie Minney's shop is in Costa Mesa, a short way up the highway, but well worth the trip to check out the marine bargains and collections of stuff. If you're headed south and looking for the good stuff, be sure to make a stop.

- **A Balboa Bar** — Once this concoction was a chocolate-covered banana, now it's chocolate-covered ice cream.

- **Dennis Rodman's House**. It's party, party, party, with the homies, transgenders and who knows what else. We don't know the address, but you can probably get it from any cop.

weigh anchor. The first was Dan and Lorraine Olsen's Cheoy Lee 38 *Zephyrus*. The Olsens were longtime San Francisco Bay sailors who now live and sail out of San Diego. Next was *Steppin' Out*, a Catalina 36 owned by Mel and Judy Johnson, originally of Sacramento. They

cruised Mexico for four years, and are now based out of Chula Vista. Watching our friends weigh anchor was not a pretty sight. The sticky, muddy sludge that came up with the chain and hook was clearly something very special, as it stuck to their shirts, hands and shorts as eas-

ily and tenaciously as 5200. Despite the lessons to be learned, we didn't do much better, and it took many buckets of seawater to finally clean our decks. We'll be back to Newport for sure, but when we do, we'll be taking a mooring.

— **michael j. fitzgerald**

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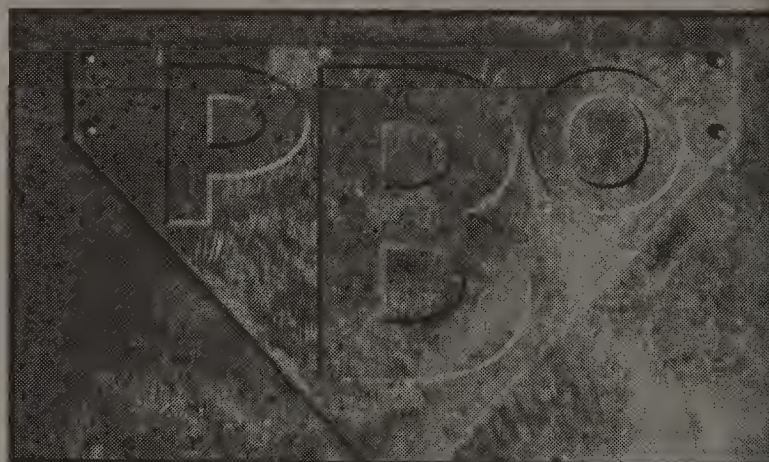
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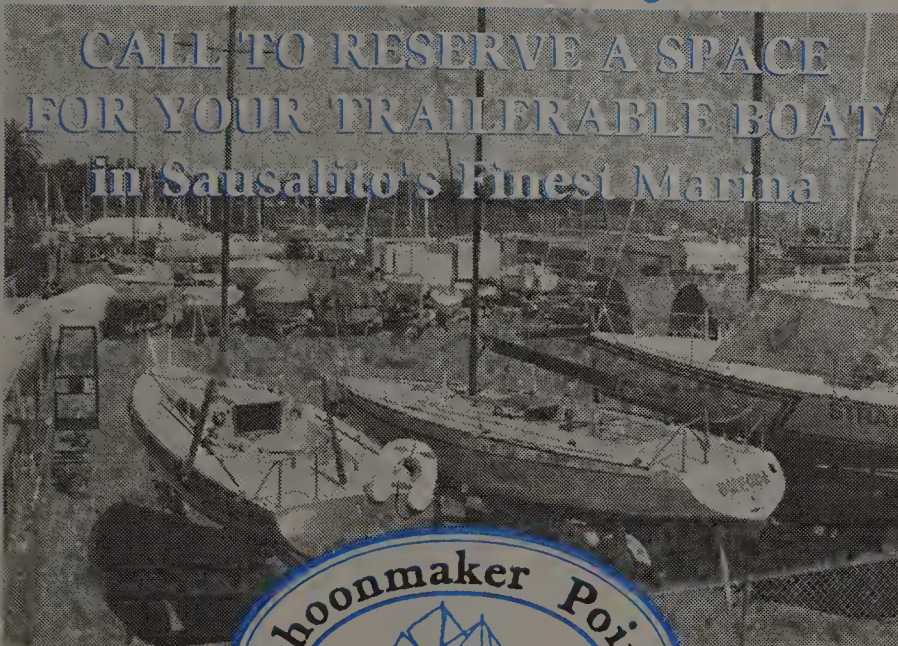
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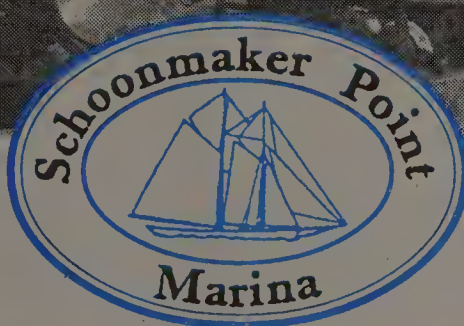
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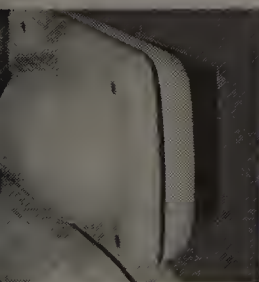


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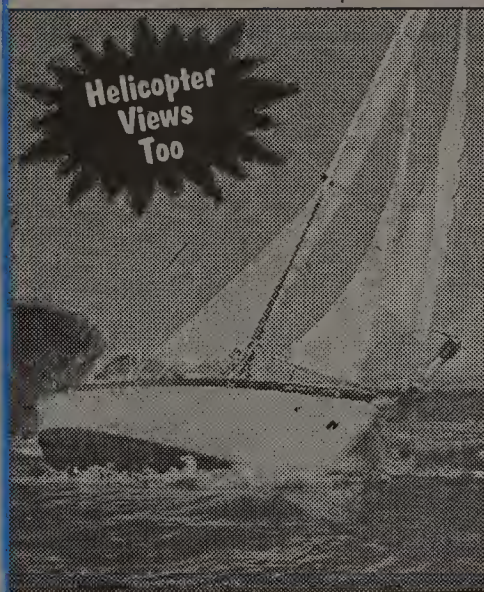
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DISPELLING THE MYTHS

In a recent ruling by an attorney for the Board of Equalization, a taxpayer's purchase of a vessel was held to be taxable. This was done in spite of support that an offshore delivery occurred, and the vessel remained in Mexico and outside California for more than 90 days.

For those of you in the yacht brokerage business, as well as those thinking about purchasing a yacht, this case can have a profound impact on your transactions. In Southern California the myth has been running rampant for years that as long as the purchaser took delivery 'offshore', and then sailed to Mexico for a continuous period of at least 90 days, the transaction would be exempt of sales tax upon return to California.

Many yacht club members have said this information was provided to them by a staff member of the Board of Equalization. Often yacht brokers who have been in the business for decades have argued the same point with me. In general, they have gone their merry way believing that anyone who spoke differently "didn't know what he was talking about."

For those of you who wish to hang on to your misconception at all costs, the following will provide some data for you to absorb. No actual names will be listed, as this violates their rights to privacy.

In a recent ruling, the petitioner (purchaser) was required to pay tax on a vessel purchase. In his ruling, the Tax Counsel agreed that:

1) The vessel was brokered on behalf of the sellers by Broker A.

2) Broker A employed a captain to deliver the vessel 'offshore'.

3) The buyer signed a penalty-of-perjury statement that he took delivery 'offshore'.

4) The buyer produced a document signed by a Mexican government official that supported the date the vessel arrived in Mexico.

5) The Board of Equalization did not dispute that the buyer passed the 90-day test outlined in Regulation 1620.

In spite of the taxpayer's support of his position pursuant to Regulation 1620, however, the transaction was held to be taxable. This is the point where taxpayers usually become enraged and shout, "They can't do that. I will take them to court."

This is also the point where a good taxpayer's representative would attempt to calm the client down. However, all that can be said is, "The entire appeal process is within the Board. This means they can act as the judge, jury and executioner. The only hope one has is to pay the tax, then sue in civil court to obtain a refund."

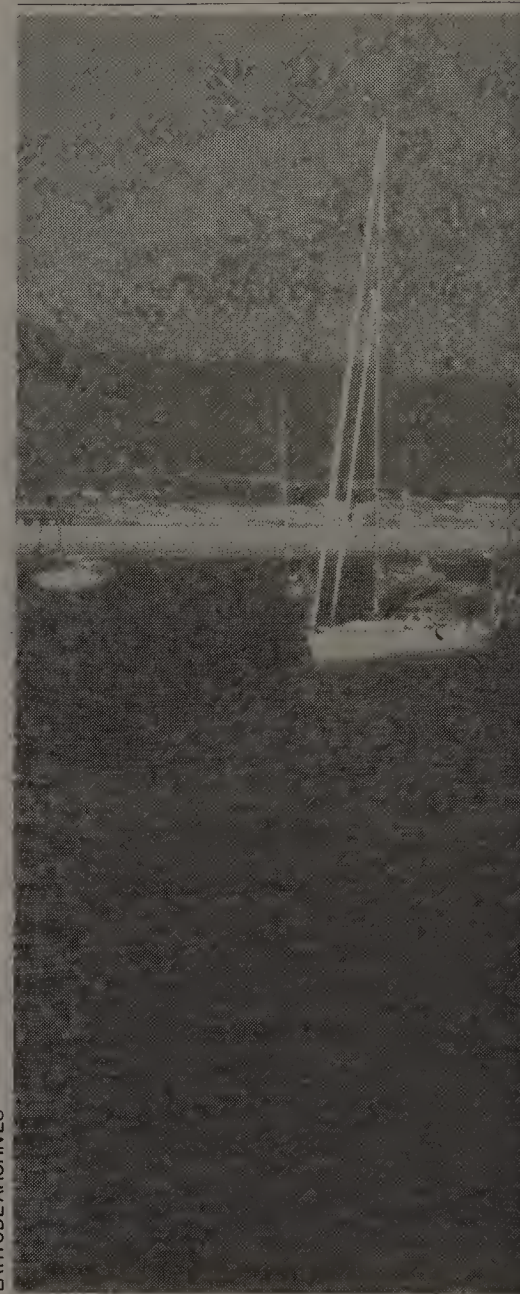
Experience shows that running through the entire appeal process inside the Board, then paying the tax so that you can 'purchase' your day in court, is very expensive. Unless the cash to pay the tax bill would fill a large suitcase with pictures of Ben Franklin, it is a path of diminished returns. Often it could cost more in legal services than it would to just pay the tax.

So what's the solution, you might ask? Does this mean the '90-Day Yacht Club' in Ensenada is about to lose its future business? Not at all. The solution is having complete knowledge of the weakness in the above-mentioned case, and being represented by someone who knows how to deal with the Board.

The Hearing officer held this transaction to be taxable based on his interpretation of California law. He cited the following:

The entire appeal process is within the Board. This means they can act as the judge, jury and executioner. The only hope one has is to pay the tax, then sue in civil court to obtain a refund.

"A purchase occurs with the seller's transfer to the purchaser of title to, and/or possession in lieu of title of, the vessel (REV. % Tax Code Section 6006(a), and Reg. 1628(b)(3)). Revenue and tax-



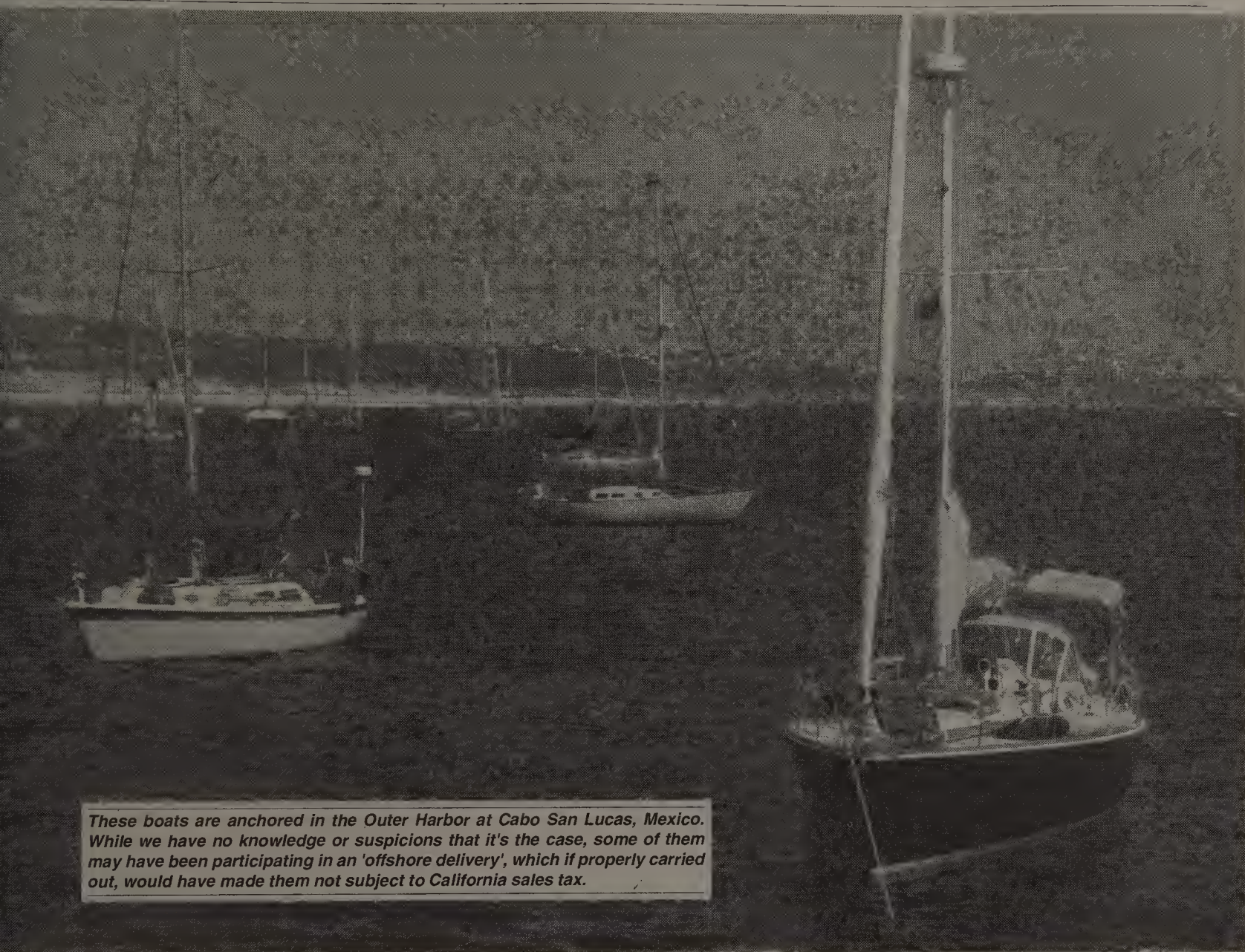
LATITUDE ARCHIVES

tion Code section 6010.5 provides that the place of purchase of a vessel is the place where it is physically located at the time the act constituting the purchase takes place. Subdivision (b)(3)(D) of the California Code of Regulations, title 18, section 1628 provides that when no prior

or contemporaneous written contract provides otherwise, the sale occurs at the time and place at which the seller completes its performance with reference to the physical delivery of the vessel to the petitioner (Cal Code regs., tit 18 & 1628, subd (0)(3)(D); see also Comm. Code 2401).

The law of agency provides that an agent represents his principal for all pur-

— OF THE 90-DAY TAX EXEMPTION



These boats are anchored in the Outer Harbor at Cabo San Lucas, Mexico. While we have no knowledge or suspicions that it's the case, some of them may have been participating in an 'offshore delivery', which if properly carried out, would have made them not subject to California sales tax.

poses within the scope of his actual or ostensible authority (Civ Code section 2330). Actual authority is that which the principal intentionally confers upon the agent, or intentionally or by want of ordinary care, allows the agent to believe himself to possess (Civ Code section 2316). Ostensible authority is that which the principal intentionally, or by want of ordinary care causes or allows a third person to believe the agent possesses (Civ Code section 2317). Where an agent has neither actual nor ostensible authority, his act may nevertheless be rendered valid and binding upon the principal who later ratifies it, with full knowledge of the material facts at the time the principal

learns of the unauthorized act, and was in a position to reject it (Civ Code sections 2707 and 2310; Witkins Summary (9th ed. 89).

Here, the petitioner has failed to produce any evidence of actual or ostensible authority that indicates (Broker A) was

However, this is not the seller's statement but rather an unsubstantiated opinion of the broker (Broker A). In order to prove that the (captain) had authority to make the out-of-state delivery, we must have corroboration from the sellers of such authority...

Experience shows that running through the entire appeal process inside the Board, then paying the tax so that you can 'purchase' your day in court, is very expensive. Unless the cash to the pay tax bill would fill a large suitcase with pictures of Ben Franklin, it is a path of diminished return.

acting as the sellers' agent in arranging the offshore delivery. Petitioner submitted a statement from (Broker A), who claims he was the exclusive agent "to sell/deliver" the vessel for the sellers.

Even though Broker A was the seller's agent for the purpose of the sale, in the absence of a specific agreement that Broker A was acting as the seller's agent for the purpose of making the offshore delivery,

the Hearing Officer held that Broker A had become the agent of the buyer for the purpose of the offshore delivery. In his opinion, he concluded as follows: (Broker A) had to be acting as the

DISPELLING THE MYTHS

agent for one of the parties when he hired the Captain to deliver the vessel to Mexico. Therefore, we conclude that he was acting as petitioner's agent. Thus, the place of the sale was the place the vessel was physically located at the time the act constituting the sale took place. At the time of the sale, the vessel was located in California."

This decision might make an interesting novel entitled *Whose Agent are You?* However, taxpayers seldom find it amusing or interesting when a tax agency chooses to ignore the facts when they differ from the tax agency's preconceived notion of the truth. Here it appears that the Hearing Officer decided after the fact that the broker magically changed sides in the middle of the transaction in order to support the Board's position that it could collect the tax.

The brutal truth is that tax was assessed because — even though the purchaser knew he needed help from a broker when it came to buying a vessel — he failed to exercise the same good judgement when it came to California taxes.

Even though the purchaser knew he needed help from a broker when it came to buying a vessel, he failed to exercise the same good judgement when it came to California taxes.

As far as the Board of Equalization is concerned, there are two equal components to each transaction. They are the form as well as the substance.

The substance is what the buyer actually did. In this case, he actually took

an offshore delivery and kept the vessel outside California for the necessary time. The form is the document trail provided to support his actions. In this case the buyer got his tax advice from his friends and the people involved in the transaction. Their advice failed. No one informed the buyer about the legal requirements surrounding an agent (broker). It cost him dearly.

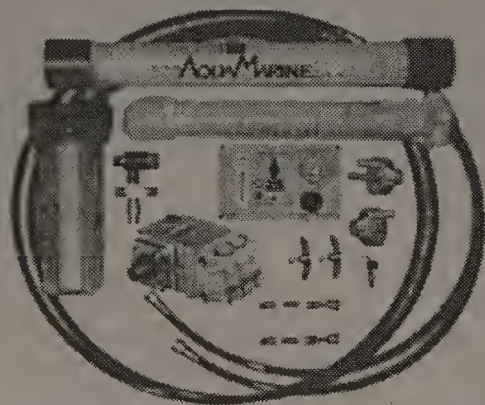
In the absence of making sure the offshore delivery was required as part of the sale agreement, and having the seller's signature on the contract, the Board will assess tax every time. Only a qualified taxpayers' representative would possibly know that.

— Thomas A. Alston

Editor's Note: Mr. Alston is the President of Aircraft and Yacht Division of Associated Tax Consultants, Inc. in Sacramento. We publish the article for information purposes only, and doing so does not mean we endorse his professional services. Alston can be reached at (916) 369-1200 or talston@astc.com.

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BAJA HA-HA VIII

"Just slip out the back, Jack. Make a new plan, Stan. Don't need to be coy, Roy, just listen to me. . ."

Borrowing sentiments from Paul Simon's mid-'70s classic, there must be 50 ways to leave. . . the rat race. Our favorite way to initiate that life change is to hop on a sailboat and head for the sunsoaked latitudes of Mexico with the annual Baja Ha-Ha cruisers rally.

Now in it's eighth consecutive year, the 780-mile cruise from San Diego to Cabo San Lucas will begin October 30. On these pages (and in two more installments in our October and November issues) you'll meet the lucky sailors who are breaking away this year. The vast majority plan to stay 'out there' for years, exploring and adventuring in foreign ports o' call. In fact, the next time friends hear from them they're likely to advise: "Just drop off the key, Lee, and get yourself free." (Entries are presented here in no particular order.)

Neverland — Nor'Sea 27 Naftuli Furman, Richmond

Naftuli — who describes himself as "Peruvian/Israeli/American" — was born in Lima, sent to boarding school in Tel Aviv at age 13, and after a short return to Peru, moved to California to study computer technology. He's lived in Fairfax for 20 years, during which time the sailing conditions on San Francisco Bay ignited his interest in sailing. For two decades he worked for big companies, including Charles Schwab, "where I had the opportunity to invest in the

gages, and still had enough left for my dream sailboat, the Nor'Sea 27, which is perfect for me." Having recently been laid off, Naftuli also credits Schwab with giving him the chance to go cruising.

Naftuli's lovely family includes his wife Dina, teenagers Lior and Shani, and dog Mily — but he "doesn't want to force my sailing dreams on anybody". So he plans to sail several months each year and then return home. In 2001 he'll do the Ha-Ha and La Paz; then the Sea of Cortez and the Mexican mainland in 2002; Panama in 2003 — and so on. It's the kind of plan that has worked for lots of cruisers.

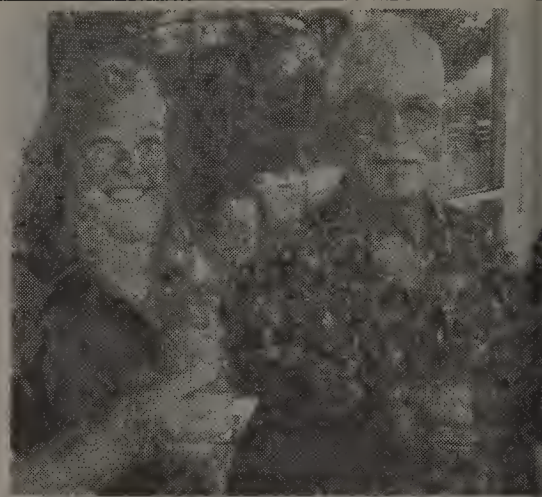
Wavy — Hughes 42 Cat Michael Wright, San Francisco

"I've been working towards this for 10 years," advises Wright, a designer and builder who has owned "between 15 and 20 boats". Wright's longest passage to date was as a delivery crew member from Puerto Vallarta to San Diego aboard *Latitude's Profligate*. Getting caught in winds to 55 knots and seas to 25 feet while attempting to bring the big cat up the Central Coast certainly didn't put him off cats, as he bought *Wavy*, a considerably smaller cat, a short time later. Wright describes his latest boat as being "a fast and simple multihull" — which he plans to cruise in the Sea of Cortez and along the mainland coast of Mexico.

Route de Vent — Cheoy Lee 43 Seth & Bev Bailey, Alameda

Seth, who was a soldier for 22 years and a lab tech for 20 years, and Bev, who is an office manager, met when they were both working at Chabot College in Hayward 21 years ago. After their wedding reception at the Encinal YC, they hopped aboard *Fat Cat*, the Catalina 30 they would own for 14 years, and enjoyed a week-long honeymoon at San Francisco Bay anchorages.

In '93, Bev located *Route du Vent*, and the following year Seth raced the boat in the Pacific Cup. "After reading about Ha-Ha I in *Latitude*, we had to do the second one. We had so much fun on the second one, that we took our boat again on the fourth. We did Ha-Ha VI as crew aboard Ken & Lynn Swanson's Morgan 44 *Second Wind*. We can't go more than two years without a Ha-Ha fix, so we're going again this year."



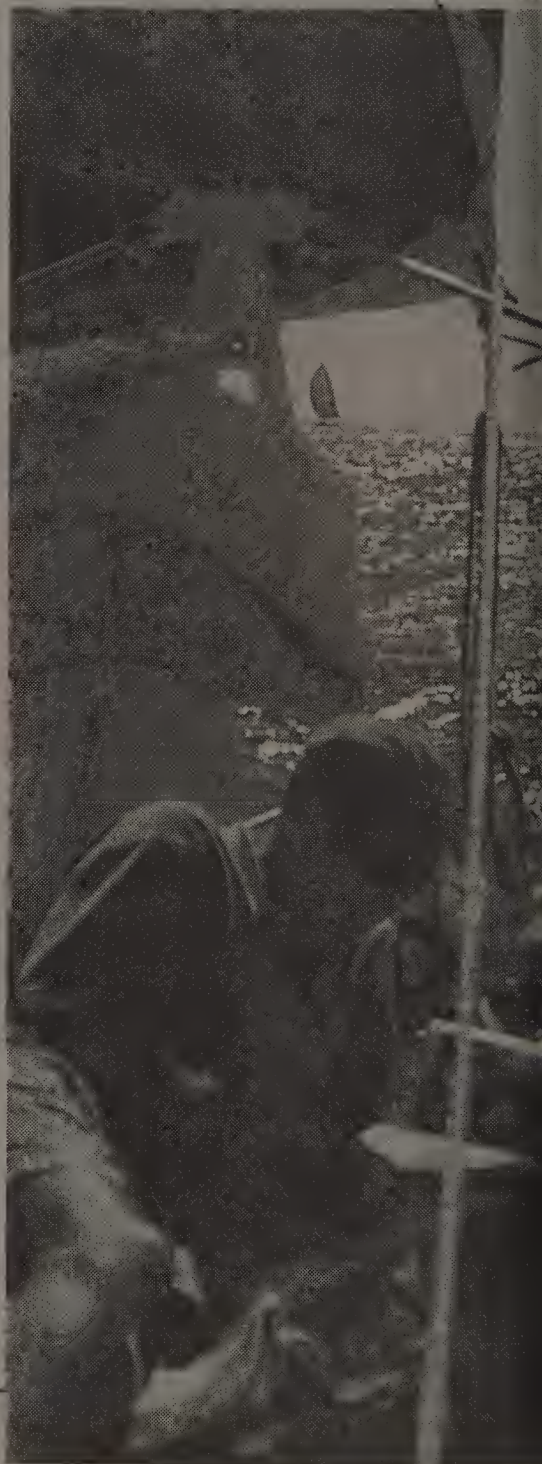
Three-time Ha-Ha vets Bev and Seth of 'Route du Vent' sail to the Cape every other year.

"Each one of us has found that the best times aboard our boat are the ones we share sailing together. But because Bev is going to work for five more years, there is no way we can cruise together full time. So part-time cruising it has to be, and the two of us have found there



Naftuli (with hat) plans to split his time between sailing and home life with his family.

market and make big bucks on tech companies. But I cashed out all my investments, paid off all my loans and mort-



— MAKE A NEW PLAN, STAN (PART I)

is no faster way to get from S.F. Bay to where it's warm in the winter than doing the Ha-Ha. We'll cruise the Sea of Cortez until the end of November and again in April, but we'll also have the boat on the mainland from December to March. We'll bash home again in May."

Di's Dream — Catalina 470 **Roger & Diana Frizzelle, Alameda**

Roger, who is retired from corporate retail operations, has been sailing since he could walk. Diana, a retired tennis instructor, started sailing when she met Roger. After an 18-month retirement in Mexico and Long Beach — the latter to



Roger and Diana plan to leave 'Di's Dream' in Puerto Vallarta after the Ha-Ha.

watch their son play baseball — Roger re-entered the workforce after finding a "dream job" working for Farallone Yachts

in Alameda selling Catalinas. "No more corporate nonsense, and you get to work on the docks in shorts helping folks find their dream boat. It's extremely fun and rewarding."

Roger crewed in the '99 Ha-Ha aboard a Peterson 46, and the couple planned to do the 2000 Ha-Ha with *Di's Dream*, the #1 Catalina 470 hull that they'd bought in '98. That's when the job offer from Farallone got in the way. But nothing is going to stop their Ha-Ha this year. After the rally, they'll leave the boat at Paradise Village Marina north of P.V. "Having the boat down there as a great condo where the water is warm will insure that we get away regularly to explore new destinations and make new friends."

Skye — Nor'West 33

Charles & Evelene Gallardo — S.F.

Charles, a newspaper editor, and Evelene, a city finance director, will be using the Ha-Ha to start their world cruise. They'll be taking along his 75-year-old father as 'cabin boy'. Charles has been sailing for 20 years, while Evelene has been sailing for eight. They've owned three boats, the Nor'West for the last six years. "We can't wait for the Ha-Ha to start, as we see it as a fun

Sailing south along the Baja coast under spinnaker with sunny skies and 20 knots of breeze, makes all the months of preparation seem worthwhile.



Evelene and Charles intend to circumnavigate aboard 'Skye', with his dad along as crew.

way to meet people as we kick off our cruise."

Saperlipopette — The Concordels **Santa Cruz 52, Alameda**

"Our family consists of Alice, 11, driver; Lucie, 13, grinder; Damien, 15, navigator; Gilles, nap specialist and skipper when he's awake; and Marie, first mate and the one secretly in charge."

Gilles and Marie, both 40, grew up in the South of France where they sailed small dinghies and dreamed of sailing

BAJA HA-HA VIII

around the world. They met in Nice 20 years ago, attended university, then worked in Paris — which was too far from the water. "In the summer of '90, we flew to California for what was to be five months, but forgot to go home." After settling in Silicon Valley three years ago, they made plans to start cruising in 2008 when all the kids were in college. "But we got tired of the rat race, the kids complained about missing cruising, we fell in love with the boat, and 2008 seemed just too far away. So we bought *Saperlipopette* in 2000, retired in the fall, moved aboard this spring, and will be taking off this fall. Sailing San Francisco is cool — too cool. We're dreaming of dumping our foulies and sailing in shorts and T-shirts in Mexico. After Mexico, the family will cruise French Polynesia.

"*Saperlipopette* is an old-fashioned French exclamation that was frequently used by the comic book character Tintin. Sort of like, 'Holy Moly!' and sometimes 'damn it!'. Say 'sap-air-lee-poe-pet'. But don't try too hard or you might hurt yourself."

It's possible there will be four SC 52s in this year's Ha-Ha.

Garbi — Vagabond 47

Rick & Sue Turner, Santa Cruz

Rick and Sue, both on the sunny side of 40, met 10 years ago at the Chico State Sailing Club — despite the fact there's not a big enough body of water in Chico to sail a dinghy on. After college, they took software jobs in the Silicon Valley, he as an engineer, she in sales. While both were successful, they quickly discovered high tech wasn't the life for them. "So we created a seven-year plan that



Rick and Sue of 'Garbi' are bailing out of the high tech world to pursue their 7-year dream.

called for working hard, living cheap, and moving from job to job hoping to get lucky at a start-up. Last April, five months ahead of schedule, we bought our Vagabond 47 in San Diego. We're told that *Garbi*, named for the wind off the



coast of Barcelona, was originally owned by a high-ranking officer in the Mexican Navy — but was only used by his son during attempts to seduce girlfriends."

No dreams come without hitches, of course. The Turner's was the delivery trip from San Diego to San Francisco. After 60-knot gusts, waves breaking over the cockpit, halyards going up the mast, and a complete loss of steering off Half Moon Bay, Rick figured Sue might bail. He need not have worried. "We can both hardly believe that our dreams are coming true, and that we'll soon be sailing with new friends in the Ha-Ha. By the way, our sailing dream started when Rick's parents gave him a Sabot when he was nine years old. Rick passed the dream on to Sue, who "is more grateful than words can express." Their cruise is dedicated to his parents, Herb and Irmgard, who recently passed away. "We know they'll be watching over us."

Great Kate — CT-41

Larry & Julie Gibbs, Benicia

Larry, a manufacturer's rep, and Julie, a homemaker, have owned *Great Kate* for seven years. In fact, Larry and *Great Kate* joined the '97 Ha-Ha while halfway down the Baja coast. Julie, on the other hand, drove to Cabo. The couple have a casual attitude towards

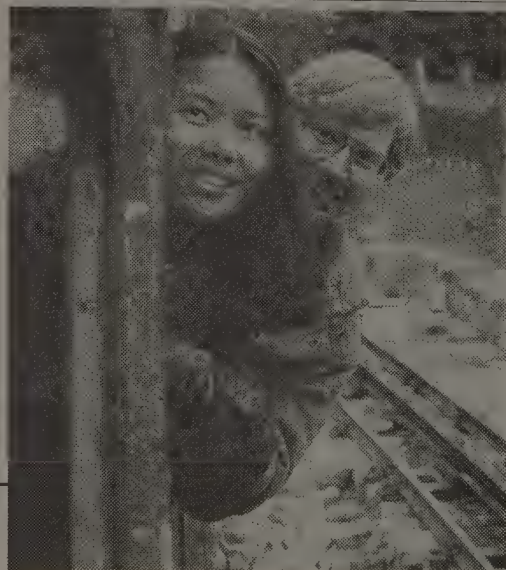
In '97, 'Great Kate' joined the Ha-Ha fleet halfway down the Baja peninsula.

sailing. "The big decision is when to tack. Monday or Tuesday. Okay, then, Wednesday." There will be at least one sistership in this year's Ha-Ha.

Prime Directive — F-31 Tri

Dave Gilman & Tint Khine, S.F.

Dave, a 42-year-old senior 'firmware' engineer, got started in boats at age 13 when he built a 12-foot pontoon boat powered by a lawnmower engine — and won first prize at the State Fair Industrial Arts competition. He then moved on *For Tint and Dave of 'Prime Directive', the Ha-Ha will be a practice run for future cruising.*



— MAKE A NEW PLAN, STAN (PART I)



Vivace — MacGregor 65

Ron Milton & Kathleen Buyers, Los Altos

Ron, a retired aerospace engineer, and First Mate Kathleen, soon to retire from sales at Sun Microsystems, bought *Vivace* in Vancouver a little over four years ago and enjoyed a season of cruising Desolation Sound, Princess Louisa Inlet and the Gulf and San Juan Islands. Prior to that, they had bareboated in the British Virgins and Thailand, and Ron had sailed to Hawaii on an Ericson 35. Ron and *Vivace* are veterans of the '99 Ha-Ha, after which he cruised Mexico for the season. Kathleen often flew down and focused on the good life at marinas in places such as La Paz, Ixtapa, Navidad and Paradise Village.

"*Vivace* is an excellent cruising boat with a big power plant that allows her to motor at 10 knots. Thanks to a self-tending staysail and the B&G autopilot, she's easy to shorthand. This year we're going to upgrade with a forward-looking sonar and have replaced the whisker pole that we broke in the last Ha-Ha. We're thinking about a bigger outboard for the dinghy so we can plane, but the 30-lb. 4 hp is so easy to handle."

After the Ha-Ha, the couple will spend the season in Mexico, then head to Tahiti in the spring. "After that, we hope to transport *Vivace* to the Med or the Caribbean, and just do the easy stuff."

Charisma — Andrews 56

Dave Sallows & Mimi Henderson, Georgetown, C.I.

Dave, a 51-year-old engineer, has done three Pacific Cups, three Coastal



"Our goal," say Mimi and Dave of 'Charisma', "is to have nothing but fun."

Cups, and a trip from Sausalito to Cabo. "Mimi Henderson, my partner, and I have been waiting to do the Ha-Ha for a long time, and decided that we can't put it off any longer. *Charisma* was built as a fast

cruiser, and now we finally have the chance to use her in the 'fun and comfort mode'. Our goal in the Ha-Ha is to have nothing but fun. Afterwards, we'll leave the boat in La Paz for awhile, and will cruise part time."

Seacure — Aires 32

Roy & Kathy Sturgeon, Dana Pt.

"When Roy, who retired five years ago after putting in 35 years as a sheet metal



Kathy and Roy of 'Seacure' plan to spend a year in Mexico before heading to the South Pacific.

worker, and I, who retired last June as a preschool teacher, met two years ago, he told me that he'd been dreaming of sailing around the world for 30 years. A month later, he asked me to come along. The Ha-Ha will be our first step, and we're looking forward to it as friends who've done it said it was great.

"Roy has owned three boats and has done lots of racing and sailing in the last 30 years, much of it singlehanded. I've only been sailing since I met him, but I've also taken a couple of courses. We're looking forward to this new way of life. We plan on spending a year or so in Mexico before moving on to the South Pacific."

Blarney³ — Morgan 38-2

Adam Sadeg, Alameda

"I am at a crossroads in my life and not sure what I'm going to do next," says Adam, who used to be a partner in a Pacific Seacraft dealership and once owned a gourmet olive oil business. Fortunately, Adam will have three 'wise men' along as crew in the Ha-Ha to give him tips on life: Alan 'Laughing Man' Weaver, Chris Maher, and Pat Nolan. Actually, we're not sure how much this group knows about life, but they do know about boats, as they collectively own 14 of them totalling 367 linear feet! Each of them owns a Columbia 5.5. They've also col

to daily sailing of Sunfish and El Toros around the Port of Sacramento. Tint, a civil engineer and a native of Myanmar (formerly Burma), started sailing Hobie 16s after marrying Dave, and managed to hang on without getting traumatized. Later, they took sailing lessons in Sausalito, and became accustomed to sailing in 20 knots.

"Wanting to avoid the 'trade-up cycle, we decided to start with the F-31 because she's the largest trailerable trimaran of her type. We've used her for everything from an eight-day crooze on Lake Tahoe, the Jazz Cup followed by a week in the Delta, and have even managed to hit 20.5 knots while beer can racing between Angel Island and Treasure Island. We really like our boat — although we've bought plans for the Farrier F-41 cat and have been checking out cruising cats for some time.

"We've declared ourselves to be croozers, although we're comfortable racing the boat, too. We're doing the Ha-Ha to stretch a bit and to coastal cruise around Baja. We've never sailed in warm water before, and Tint, who misses the sun being overhead as in her native Myanmar, can't wait. All this is in preparation of the long-term cruising we dream about. Because if the market recovers, we're outta here!"

BAJA HA-HA VIII

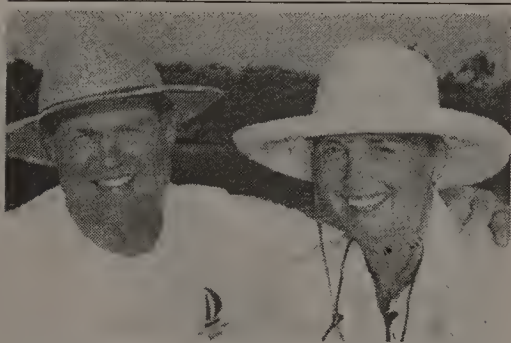
lectively done seven Ha-Ha's, while *Blarney*³ has done two.

After the Ha-Ha, Adam will undoubtedly have figured out his future. In case he doesn't, he plans to cruise the Sea of Cortez and get all the way south to Z-town for Christmas.

Raven — Sundeer 64

Jan & Signe Twardowski, Tacoma

"Once was not enough!" say retired

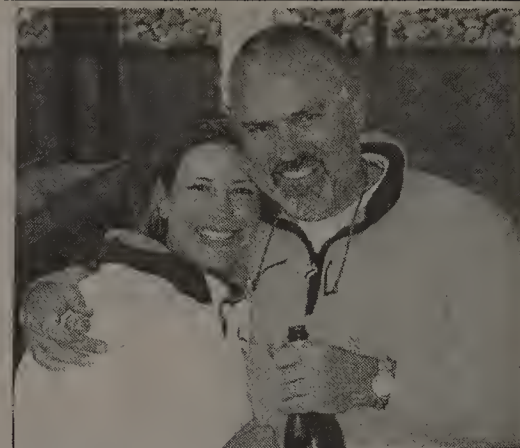


Jan and Signe of 'Raven' did the 2000 Ha-Ha and, like others, they're back for more.

stockbroker Jan and his wife Signe. "We had so much fun in last year's Ha-Ha that we decided to do it again this year. But we're a little more experienced, so

we expect to sail more and faster than last time. The mellow Ha-Ha atmosphere — thanks to the Poobah and his fellow volunteers — is much to our taste. We like the slight bent toward racing, but without any pressure, and the meet-everyone parties on all the Baja beaches.

After last year's Ha-Ha, we spent all winter cruising the West Coast of Mexico — and loved it far better than we expected. We enjoyed the people the most, and got to know quite a few Mexicans. We'll be attending quite a few 'Old Amigo' parties this season. We never had any trouble with *mordida* or being taken advantage of in any way. And the cruiser camaraderie — with the 'everyone helps everyone' ethos — was unexpectedly excellent. While we liked Baja and the Sea of Cortez — especially places such as Isla San Francisco and Agua Verde, we liked the mainland even better. Our highlights were Mazatlan for the Cruiser Thanksgiving, Isla Isabella, Chacala, Puerto Vallarta, Tenacatita, Careyes, and most of all Zihautanejo. We plan to cruise as far south as Z-town again, and return north to P.V. for the Banderas Bay Regatta — which was enormous fun — be-



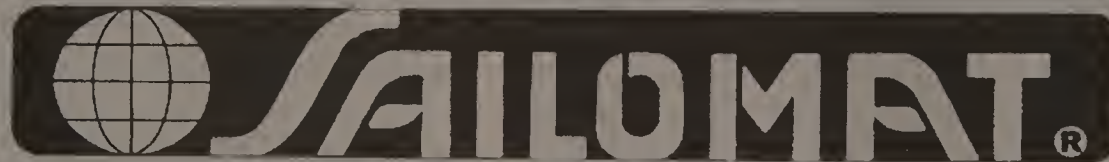
Angelina and Steve of 'Fruitcakes' got the sailing bug just four years ago.

fore heading across to the Marquesas."

Fruitcakes — Catalina 42 Mk II

Steve & Angelina Phillips, Napa

"Baja has played a big part in our lives for many years," reports Steve, the vice president of an e-learning company, and Angelina, who is in sales and teaches school, "as we lived in Cabo for a year in the early '90s. However, it wasn't until living up here four years ago that we got the sailing bug. After owning a Catalina 30, we took delivery of *Fruitcakes* in Sidney, B.C. in April of last year, and spent the summer in the Gulf Islands getting to know her. Aboard *Fruitcakes* — named after the Jimmy Buffett song — you can always find raucous laugh-



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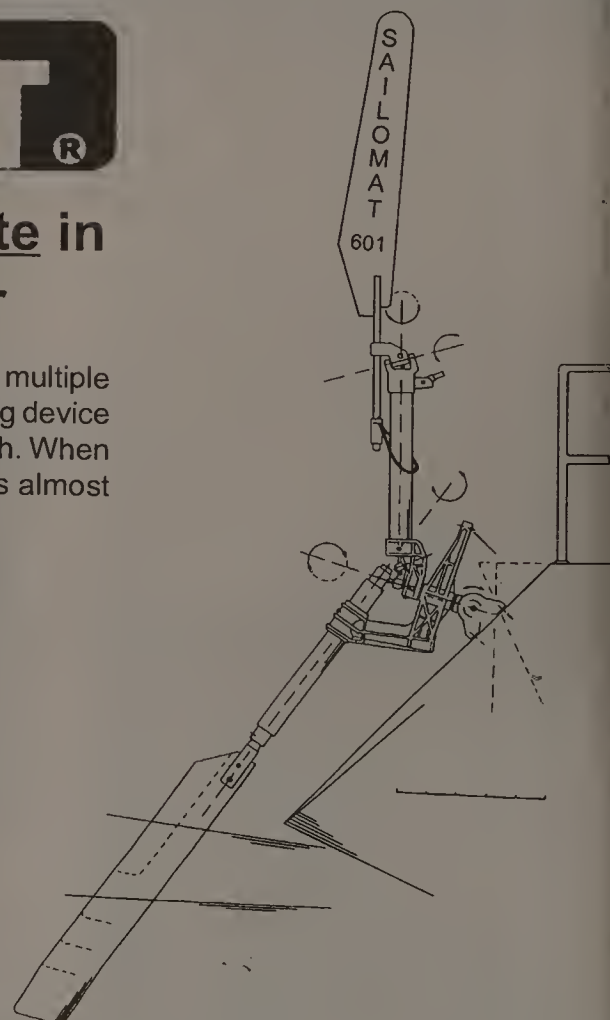
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— MAKE A NEW PLAN, STAN (PART I)



Still Crazy — Olson 30 Ron Corbin, Fresno

Ron, who has done two Singlehanded TransPacs in the 16 years he's owned *Still Crazy*, as well as a cruise from Newport to Bermuda, is a man who follows his own drummer: "They call me a gangster for love . . . but I prefer to be thought of as a sailing vagabond cowboy gypsy, who is in love with life as well as God and his creations. My job, as I have chosen to accept it, has been to explore and

Ron Corbin of 'Still Crazy' likes to think of himself as a "sailing vagabond cowboy gypsy."

examine all female species of the deep. To go where no man has gone before — at least in an Olson 30 — while searching for the perfect but elusive boat chic. Although I haven't found a boat chic that will stay long on my noble steed *Still Crazy*, I retain hope that there is one out there, with a couple of teeth anyway, that enjoys the rough but amazing performance of an ultralight class boat. And if

she has to stand up, she can just go outside." Okay.

Millennium Falcon — 60-ft Schooner

M. Ganahl & L.J. Hardy, S.F.

Michael and Leslie met in 1978 and have been sharing adventures ever since. Their first passion was for Model A Fords. After owning five of them and driving them all over the country, they were invited guests to the Berkeley YC to support Leslie's sister becoming Commodore. The rest is history, as the people, camaraderie and shared

common interests was infectious. Michael, a retired accountant, had sailed all his life and owned a Pearson Renegade. Leslie was new to sailing and had a lot of catching up to do. But they started looking for and found their dream boat, *Millennium Falcon*.

The turning point for Leslie came when she took photos of Michael and crew gliding under the Gate on their way to Hawaii in the Pacific Cup — without her. That did it. She decided to retire

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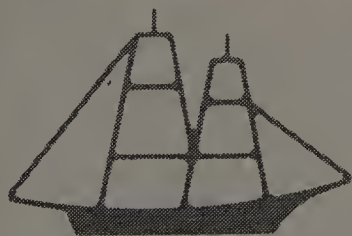
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early, sell her vet hospital, and take sailing lessons at Club Nautique. Whenever cruising can be combined with racing, both their competitive spirits rise. Thus both have found the Ha-Ha — "the highlight of our sailing experiences" — to be the perfect low-key venture to satisfy both interests. They never leave home without their three-pound Toy Fox Terrier Fawna, who will be sailing with them. Also added for this year is "the obligatory washer/dryer."

Ti Arangi — Peterson 27 **Kevin Stumpf & Cherie Wiest,** **Minden, NV**

Kevin was raised on Naples Island, Alamitos Bay, and got his first of 23 boats — a Laser — at age seven. He raced Hobie Cats throughout his teenage years, but also had a passion for horses. "I've trained everything from jumping horses to cow horses to pack mules and wagon trains." Eventually, he ended in Minden working as a Federal Cowboy for the Washoe Indian Tribe. "But my first passion has always been sailing, and I've dreamed of sailing to tropical islands my whole life — instead of just around three



Mary and Bill of 'Grey Max' have both been sailing since they were kids.

buoys. Now my dream is becoming a reality."

Cherie was born in Buffalo, but moved to Southern California at age three. Since her grandfather was the president of the National Camping Association, she camped in a different state every year. But she always yearned to travel to other countries. "After my son was born, I devoted my life to raising him as a single parent while working for a large corporation in Irvine. After losing him to an automobile accident when he was 17, I realized that life was short, and the things that once seemed important were

no longer important. As a result, I developed a zest for life that I'd never had before. Not long after, I met Kevin, who introduced me to sailing. It's become my passion, too. We became engaged on February 14."

Grey Max — Lord Nelson 35 **Bill & Mary Makepeace, Boulder, CO**

Bill, a retired bicycle repairman/investor/bass player, and Mary, a retired freelance writer and newspaper art director, both started sailing as children, and have done small boat cruising in Mexico, the Northwest, Florida and the Eastern Seaboard. "When we found *Grey Max* in Seattle 30 months ago, we were sure that we had landed in heaven. What a wonderful boat for us! We soon realized that we could take the time and disappear to wherever our hearts desired — and continue to delight in this revelation. After cruising two years in mostly British Columbia, we sailed down to S.F. last fall so *Max* could winter in Vallejo while we returned to Boulder."

"We've been cruising alone, but have always been impressed by the diversity of boats in the Ha-Ha fleets. We plan to

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cruise for a long time, although we don't think it makes sense to plan much more than a day in advance. It sounds flakey, but it's not. We have lots of time at our disposal and there's no rush. Bill will be bringing his bass and a small amp, and Sneaky Squeaky the "pretty alright cat" will also be part of the crew."

Wassail — Pacific Seacraft 34 Colin Banks & Catherine Coulter, Seattle

Both Colin, a retired engineer, and Catherine, have dreamed of living on the water and cruising to distant places. But their dreams came about differently and their dream destinations were different too. For Colin, it began after cruising the English Channel, then reading *Yacht Cruising* by the Hiscocks and Claude Worth. For Catherine, the dream began as a kid when she spent her summers bobbing off the New Jersey coast, fishing with her dad from a small outboard-powered skiff. She fell in love with early '60s wooden cabin cruisers and the idea of driving one down to the Caribbean.

The parallel dreams are close to becoming one, as both now live in the Pa-



The 'Wassail' crew will go separate ways after the Ha-Ha, then reconnect in the South Pacific.

cific Northwest, he on *Wassail*, she aboard a '62 mahogany Chris Craft 41 cruiser. Colin, having "suffered enough in aircraft design offices," will keep going after the Ha-Ha, but Catherine must return to those same offices and finish up her restoration project before she can rejoin him in the South Pacific.

Mobisle — Perry 57 Custom David & Gay Rutter, Seattle

David, who is a 46-year-old retired communications consultant, and Gay, will have one of the newest boats in the Ha-Ha, for she'll only be three months

old at the start. "She was designed for the two of us to handle, and I worked with the builder to get it just the way — well, almost — that I'd always visualized her. *Mobisle* has all the goodies, from hydraulic winches to washer/dryer, to icemaker and much more. "I can't wait to get started," says David, "as it will mark the beginning of a lifelong dream. After the Ha-Ha, we'll just keep going, and are headed for New Zealand."

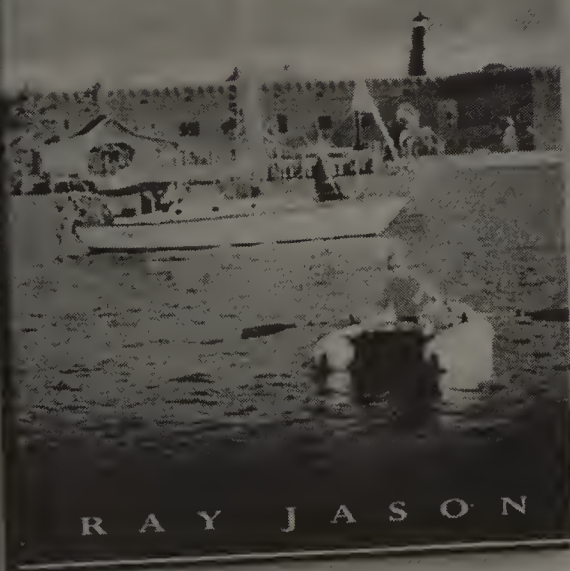
Wilderness — Aerodyne 38 Jeff Rothermel & Naomi Neville, King Harbor

Jeff and Naomi, both 33, grew up in the Northeast and graduated from Yale in 1990 — although at the time they were just friends. Jeff moved to L.A. 10 years ago for an Electrical Engineering degree at UCLA, and has been designing microchips ever since. Naomi, an architect, started dating Jeff when she was hired to supervise construction of a house in Brentwood. She now renovates rundown public schools in L.A. County.

Naomi grew up sailing a 1903 36-ft gaff sloop with her grandad, and made numerous trips up and down the Hudson

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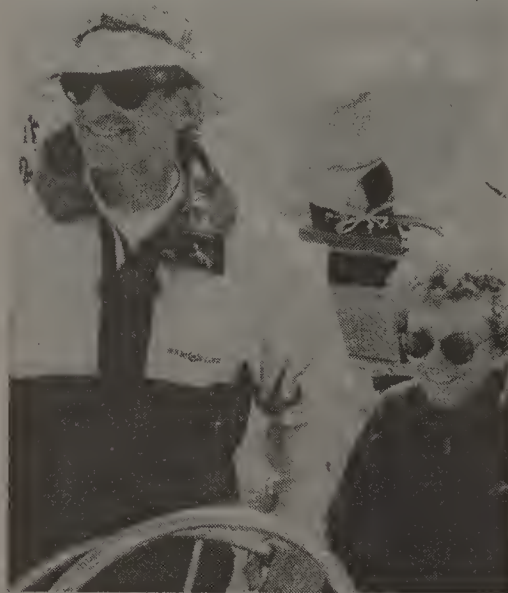
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BAJA HA-HA VIII

River. Jeff got into sailing during summers in Michigan, and became a part owner in a Cal 20 after moving to California. After nine years of taking *Watery Tart* to Two Harbors for the Fourth of July, Jeff decided he needed a bigger boat. The Aerodyne's hybrid design of a fast boat with good cruising amenities appeals to Jeff and Naomi, who have enjoyed coastal cruising with her since taking delivery earlier this year. The couple may or may not take their cat Louise on the Ha-Ha, but in any event will sail back to L.A. in January.

Windraker — Mason 43 John Decker & Lillian Conrad, Sunriver, OR

John, who spent 35 years in finance and finance-related companies, and did two start-ups, developed a fondness for the South Pacific during four years on a smelly destroyer. A longtime sailor, with two Atlantic crossings to his credit, he took a few years off between successful start ups to climb around Nepal, pursue photography, do the Columbus 500 — and for kicks act as *Latitude's* delivery guy in Alameda! Then he bought



The 'Windraker' crew plans to spend six months a year cruising between 20° N and 20° S.

Windraker.

Lillian also had a long career in finance and starting finance-related businesses. This included starting Paymap with John, a company that jumped to 500 employees in five years. She first sailed the Bay in '81 aboard a 21-footer.

Windraker is the couple's second boat, and they've also done vacation sails in the Virgins, Bahamas and Florida. After retiring, they moved from San Francisco to kick back at Sunriver, Oregon. "Our plan for the next 20 years is to spend six months cruising between 20° North and 20° South, and spend the other six months in Oregon."

Fast Reorrg — Hunter 50 Club Nautique, Marina del Rey

"We did the Ha-Ha in 2000 with the Hunter 450 *West Of The Moon*," reports Club Nautique's Southern California Director and skipper Tom Dameron, "and the response from our club members was so positive that we decided we'd do it again. *Fast Reorrg* has only been in our fleet for a few months, so it will be interesting to see how well she sails. After the Ha-Ha, she'll be sailing back to California with a US Sailing certification class."

We'll give it a rest here, but will pick up where we left off in our October issue. Stay tuned.

— latitude



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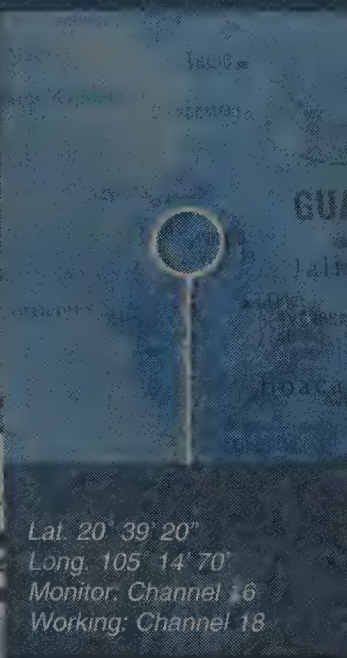
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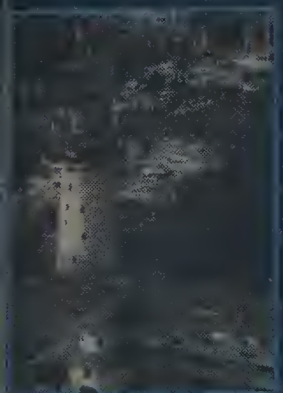
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I've been working for the same company long enough that I can pretty much set my own hours. At least, one would think that would be the case. In reality I still find myself in the daily commute across the Bay. And it's a messy commute. The bus requires two transfers and the BART parking lot fills up early — so I usually just fight it out on the bridge.

Prospects looked especially bleak one morning last week when I had an early meeting at a client's office across the Bay. This would mean two commutes and two bridges in one morning. I'd rather scrape bottom paint.

But as the meeting ended, I realized that there was another option: the ferry! This town had ferry service, and I was probably just in time to catch the last of the morning commuter runs. I'd have to take the ferry back to the car after work, but it would be worth the detour to avoid driving into the City.

Sure enough, deep in one of the recesses of my brief case was an old ferry schedule. I made a quick retreat from the meeting and raced to the ferry dock, knowing that if there was a parking hassle I might not make it in time.

The main lot, as feared, was full. Fortunately there were clear signs directing me to the overflow parking area, and after a fast walk that ended with a short sprint as they started to close the gates, I was aboard the ferry.

The only available seats with work tables were near the entrance, so I claimed one of them and parked my briefcase on the table. I settled into the plush if somewhat worn upholstery and closed my eyes, shutting out everything but the vibration of the idling engines and the clicking of bicycle sprockets as the last of the bikes were being rolled onto the boat.

I heard the gangway retract, felt the propellers start to turn, and looked up as the boat began to pull away from the landing. The bicyclists were still securing their machines into the rack, and I couldn't help noting how trim and fit they

One of the younger female hull forms was particularly eye-catching in black and neon purple spandex, with black toe-clip shoes and a silver tear-drop helmet for accent. I looked away when she started to turn her head towards me, and opened my briefcase.

Motion over water is always good, and as soon as the boat was underway it made the whole morning a lot more bearable. I pulled out the draft of the report that had to be finished by noon, and stole a glance in the direction of the girl biker with the good lines plan — just in time to see her take off her helmet.

It was a good thing there was a long line at the snack bar, because if I'd had coffee in my mouth I would have sprayed it all over my report. "Lee!" I stammered. "I didn't recognize you in that helmet. What are you doing on this side of the Bay?"

"House-sitting gig," she answered. "And like, I get to take the ferry into work for a couple of weeks of part-time."

"It certainly is a nice way to commute," I remarked as I watched the banks of the channel slide by through the scratched plastic windows.

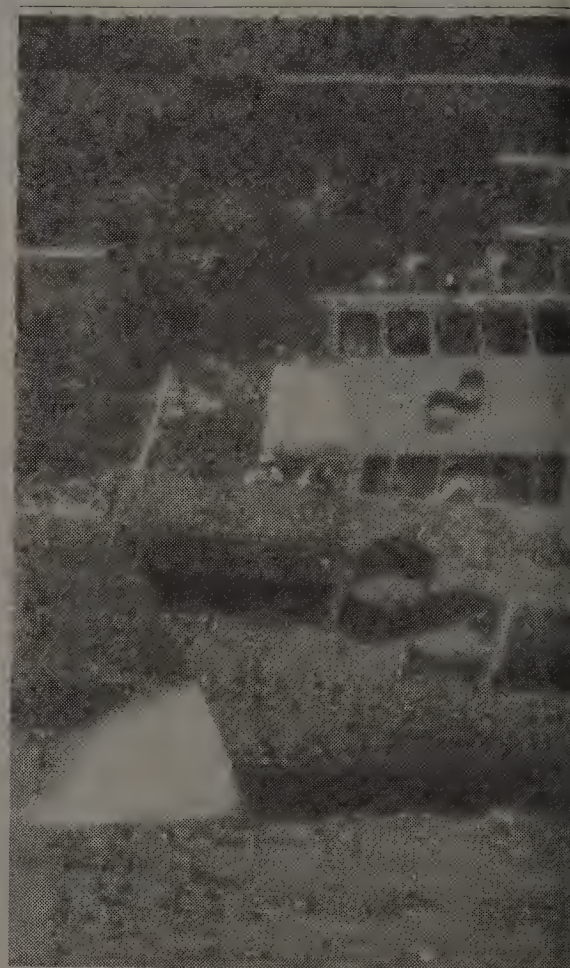
"For sure," she confirmed. "I mean, like, when I was an undergrad, my Naval Architecture 101 prof started the first class by telling us that God intended people to travel by ship. And like, she was sooo right."

"Your naval architecture professor was a woman?" I asked with some surprise, realizing as I spoke that my reaction was a *faux pas*.

"I am not referring to the professor," Lee informed me.

"Ah, I get it," I said with a reverent glance skyward.

We discussed how the racing season was going, who would be in town for the Big Boat Series, and whether the har-



as I looked at a very optimistic map of a network of ferry routes between all the major harbors on the Bay. "They want to serve 28 different harbors with high speed ferry service. Of course I'll be long retired before we actually get service to our marina."

"Heck, I might be retired, too," at the rate they're going," joked Lee.

"It looks like this time they're actually going ahead with some serious plans," I said after reading more about the Water Transit Authority and their \$12 million in funding from the state legislature. "It says that their objective is to 'relieve the Bay Area's traffic congestion by creating a viable plan that will enhance the region's public transit system by delivering a cost effective, convenient and environmentally responsible ferry transit system.' Think they can do that?"

"They can come up with a plan," said Lee. "Whether the plan will work is a whole other story. I mean, like, water is very sticky stuff. When we already have five bridges and a tunnel, pushing a ferry through water is about the least fuel-efficient, least cost-effective, and most polluting way you can dream up to move people around at high speed."

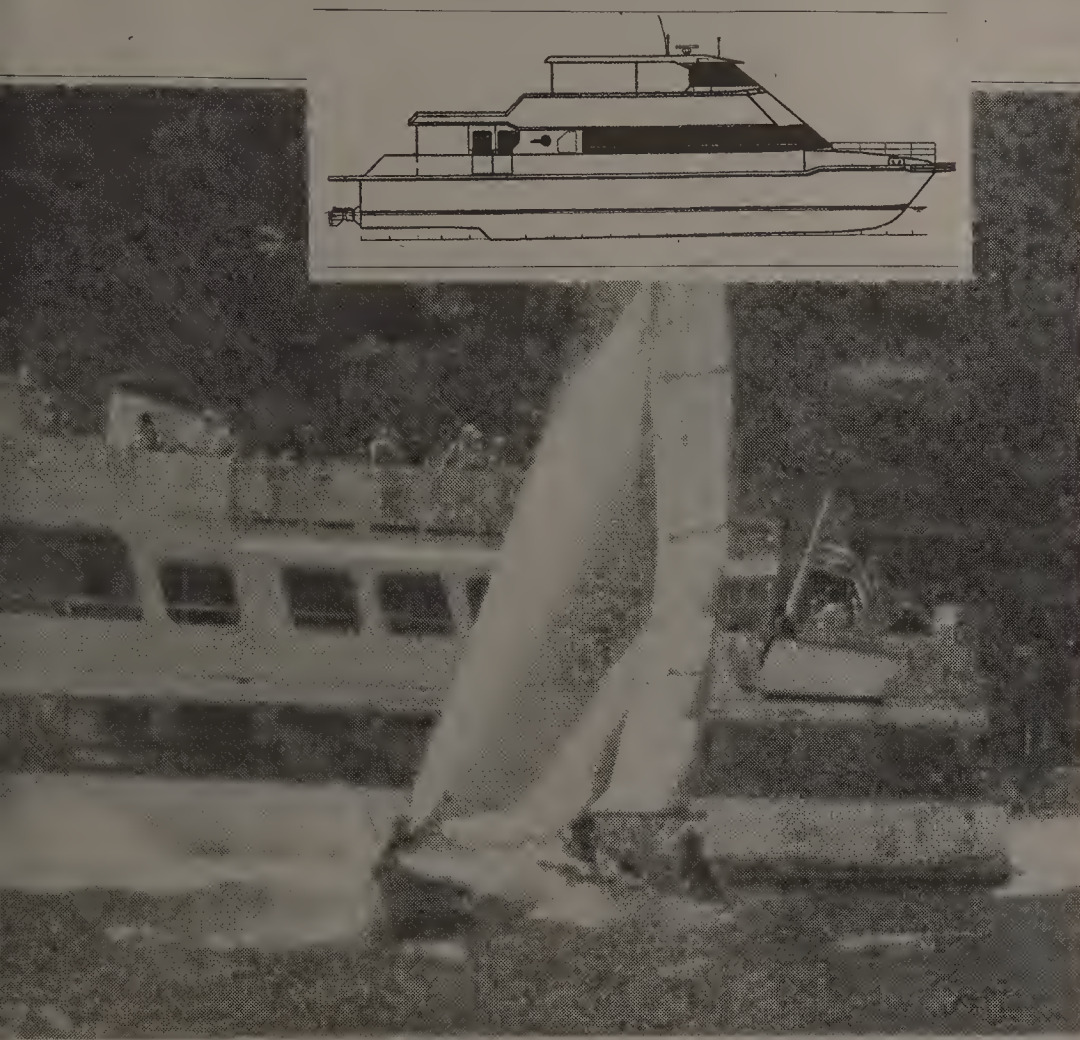
"Really?" I said with some surprise, thinking that of all people, a naval architecture grad student would be excited about the prospect of a network of fast ferries. "I always thought boats were very

*"Capacity is proportional to either volume or weight...
So what happens if you double size?"*

looked compared to the average motor-driven commuter. While I was still breathing hard after my short dash to the gate, these people had propelled themselves for miles and barely seemed to notice.

bor would be dredged this winter. When the conversation lagged I picked up a copy of the newsletter for ferry passengers that had been left on the table by a previous passenger.

"Interesting plans in the works," I said



When it comes to ferry efficiency, big and slow is better than small and fast. Inset, Boston got two of these 150-seat ferries — and the landing dock and parking lot — for only \$6 million.

efficient ways to move people."

"If they're very big, or very slow, or both, then like, sure, the efficiency can't be touched by anything on wheels. But WTA is talking small ferries that go fast. Flash back to the first introduction of the Larkspur ferry."

"Were you even born then?" I asked.

"It's a good case history to study," she replied. "The first version of that boat had triple gas turbines and water jets."

"The water jets were made by Jacuzzi, if I recall correctly."

"Right, and that thing used more fuel than if everyone on board drove their own car to the City. Later they moved the engine room bulkhead forward to make room for a normal pair of diesels and propeller shafts. That reduced the passenger capacity and the speed, but made them at least a little more practical."

"But that's a big ferry, compared to some of the newer boats. Can't a small ferry be more efficient?"

It was the wrong question to ask. Lee launched into a quick refresher course in dimensional analysis.

"Capacity is proportional to either volume or weight, depending on what's be-

ing carried. Either way, capacity will vary in proportion to the size of the vessel cubed. Resistance, at least at economical speeds, is proportional to surface area, which is proportional to size squared. So what happens when you double size?"

"Uh, let's see. Waterline doubles, so..."

"Forget waterline and hull speed for now. Double size, and capacity goes up by the size ratio cubed, which is like, a factor of eight. But resistance only goes up by size squared, or a factor of four. So it only takes half as much fuel per passenger-mile. For example, the energy cost and pollution load per seat-mile for an 800-passenger ferry is only half what it is for a 100-passenger ferry."

"But what about waterline length and hull speed?"

"That also works in favor of the big boat, but in a more complicated way. You can get the idea of how speed affects fuel economy by just thinking of the frictional resistance, which is roughly proportional to speed squared."

"So to go twice as fast takes four times the power..."

"Bzzzzt!" she interrupted. "Wrong. Thrust goes up by a factor of four, but power is proportional to thrust times speed, so power goes up by speed cubed. Sometimes by more than speed cubed, actually, if you figure in hull speed effects. So like, double the speed, and

power goes up by a factor of eight!

"And fuel cost per passenger-mile also goes up by a factor of eight?" I suggested.

"Bzzzzt! Wrong again. You go twice as fast, so you cover twice as much distance, so power/mile is only going up by a factor of four, or speed squared, sort of, more or less."

"I'm getting it," I proposed cautiously. "Double size, and you cut fuel consumption per passenger in half. Double speed, and increase fuel by a factor of four. Now I see where this is going."

"Finally," sighed Lee. "Now, like, knowing this, what kind of ferry would you think has the best chance of being clean and cost-effective?"

As she posed the question, our ferry finally cleared the long channel to the open bay and started to accelerate up to full speed. The windows on this deck were fogged over with dried sea salt, but it was still a spectacular view — even though Lee and I had both seen it a thousand times before.

"I see what you mean about big and slow, Lee, but that doesn't fit in with the way people want to commute. They want a fast trip and a frequent schedule, so we need small, fast, efficient boats."

"Exactly, and that's the problem. Small fast boats aren't efficient, and like, I didn't even mention how the crew costs per passenger scale as size goes up."

"But when I look through this newsletter," I said, "I see all this stuff about new technologies that will make high speed ferries more efficient. Did you read this article about the air-supported catamarans?"

"Whenever you push down on the water you're going to create a lot of resistance," Lee insisted. "Even the first hovercraft experimenters were surprised to find they could go a lot faster on land than on water, even though nothing ever touched the water except air."

She read my confused expression.

"The air pressure still makes a hole in the water, and a moving hole in the water still makes waves that carry away energy. So it's harder to push that hovercraft over water than over land because you still have to push that hole in the water along with it."

"What about hydrofoils?" I asked. "No hole in the water there."

"Au contraire, Max. The foils lift because they push water down. I mean, like, a deeply submerged foil is free of most of the wave resistance, but then there's a lot of strut drag, and like, a draft problem also. Bottom line is that if you

get dynamic lift from water, you need to spread it out over a wide span. The surface effect ships and their variants don't do this, so their efficiency is up against a very solid upper bound."

"Spread it out over a wide span," I

lift, c) more drag; or d) less drag?"

"I'll think that one over. Meanwhile, has anyone built any of these ground-

"Of course I remember that," I lied.

repeated. "You mean, like an airplane wing? You're saying planing hulls should be wider than they are long?"

"In theory, yes, but it doesn't work in practice. The only lifting device that can be distributed over an appropriately wide span is a wing or hydrofoil."

"That leads us back to hydrofoils as the way to go, right?"

"Sort of. But like, remember that salt water is 850 times denser than air."

"Of course I remember that," I lied.

"Now, when a hydrofoil gets near the surface of the water, it becomes much less efficient. The flow pattern changes because there's a soft boundary near the top of the foil. You get more drag for the same amount of lift."

"Sounds like a classic design trade-off problem to me," I said. "Deeply submerged foils for efficiency versus strut drag and draft limitations."

"Think out of the box, Max. What if you were getting the lift from the air, instead of from the water? Then, as you got closer to the surface, the wing becomes more efficient, not less."

"Ground effect?" I asked. "Is that the same as the increase in lift you get when you fly an airplane very close to the ground?"

"Actually it's more of a decrease in drag, not an increase in lift. What's really going on is that the hard surface of the ground — or the relatively hard surface of the water — imposes a plane of symmetry on the flow pattern. So there's much less downwash behind the wing, and with less downwash, there's less induced drag. It's like suddenly increasing the aspect ratio of the wing."

"I always thought it was just a wedge of air caught between the wing and the ground."

"Different effect," said Lee. "And here's a good thought experiment to keep the two effects sorted out: Suppose you were in a very large room with a flat ceiling. Now suppose you were flying a model airplane in that room. If you fly very close to the ceiling, is there a) more lift; b) less

effect ferries yet?"

"Still mostly experimental," said Lee. "But it's the only way to go for efficient high speed over water. Same economics as an airplane, basically, but you don't need airspace to operate and you don't need an airport to stop. So it would work on the Bay. Except, like, for all the sailboats that would get in the way."

"That's the part of this WTA plan that worries me," I said. "With so many fast ferries, would it restrict our racing and daysailing?"

"It would insure that a lot more of our marinas got dredged regularly," Lee surmised. "But like, I don't think we have to worry about that high speed ferry network ever being deployed on that scale. It's so much more cost-effective to put money into busses and BART when you look at the number of increased commuter seats per dollar spent."

"Don't count on BART increasing its capacity," said a man from the next table who had apparently been listening in on the discussion. "BART is already very close to capacity. The current round of improvements to train detection and control will allow 20% more trains on the system, but that's probably the limit."

"I don't see why that should be the case," argued Lee. "The trains could be separated by only a little more than the emergency stopping distance if the detection and control was good enough. I think they could increase throughput by a factor of four."

"You're forgetting about dwell times at the stations. That's the real limiting factor."

"For sure, but time between trains should be dwell time plus only a few seconds, not dwell time plus two minutes. I mean, the non-emergency stopping distance is less than the platform length, by definition, when a train enters the station. Emergency stopping distance would be way less. So like, why can't one train be entering the station before the other train has even cleared the plat-

form? Busses with human drivers work to tolerances much closer than that all the time."

"I have to admit, you're not the only one making that argument," said the passenger, who introduced himself as a transportation engineer with some background in this particular problem. "I do agree with your main point," he continued. "Ferries are not going to solve our traffic problems. Regional land use planning, high occupancy vehicle lanes, and inter-agency transit coordination are the sharper tools right now. I love taking the ferry, but I don't think we should see this as a transportation solution."

"Question is," said Lee, "who will pay an unsubsidized ticket price to keep them running?"

"I would," I confirmed. "When that BART parking lot is full, I have no option but to drive across the bridge. Parking downtown for the day, bridge toll, car operating expense, and I'm up to \$25 minimum for the trip. So I'd pay \$10 each way for a nice comfy ride downtown and back. That is, as long as there was plenty of parking at the ferry dock."

"\$10 is about the break-even point for unsubsidized service using new equipment," noted the transportation expert. "And that's operating at one-third capacity, on average."

"It could work," said Lee. "Nice new boat, posh accommodations, low speed to keep it reasonably efficient, schedule the departures to start after the BART lots fill up. A 150-passenger catamaran would be perfect."

"But Lee," I protested, "isn't this whole thing a little elitist? Here you are saying let's provide a nice cushy ferry for aging yuppies like me who won't get off our butts to ride a bike to the BART station — and who cares about the poor folk stuck in traffic in a bus on the bridge?"

"I have a plan for that, too," said another one of the bikers who had also been listening in. "Here's what we do: Carpools already get a free ride on the bridge. It's kind of a reward and an incentive for treading lightly on the transportation infrastructure. Just about everyone agrees this is a good thing to do, right?"

"Yes," I said. "The carpool and bus lanes make sense to me."

"Well, you can do the same thing on the ferry if you give a free ride to anyone who shows up with a bicycle."

"You mean, all you'd have to do to get

on free is wheel a bike up the gangway?" I asked.

"I like it!" said Lee.

"I can think of a lot of ways that could be abused," remarked the transportation engineer.

"Of course," said the biker. "But when you think it through, there are just as many countermeasures. I don't think there'd be much superfluous bicycle transportation if we put a little thought into how the enforcement would work."

"That would certainly address the elitism problem," I agreed. "It would accommodate the bottom of the commuter demographic, in addition to the top."

"Still leaves out the middle," confessed Lee. "The average commuter doesn't want to use a bicycle, and doesn't have the time or money to pay market rate on a slow ferry. But I like the balance: Charge the yuppies an unapologetic market rate. Let the bikers on free."

"It's an interesting idea," said the transportation expert.

"Gets my vote too," I said. "But the WTA is charged with creating a plan that 'relieves the Bay Area's traffic congestion.' So how can that scheme ever be accepted by the state agencies? You'll need to have them onboard to get the loans to buy the ferries and build the terminals.

Lee had an answer for that, too. "The best strategy I've heard so far is to use the ferry to build some political will to make the bridge work better," she explained.

"How would that work?" I asked.

"All the Marin ferries combined are doing about as much work as one more lane on the bridge, according to the WTA. I think they exaggerate a little, but no big deal. The thing to do is use this 'equal to one lane' hook to get popular support for turning one lane of the bridge into an HOV or bus only lane, all the way across. Then we'd have something that would actually make a difference. And like, compare busses to ferries: Busses

go 60 knots, stop in lots of places on each side of the crossing, don't need expensive docking facilities, and cost a fraction of what a ferry costs to buy and operate."

"Speaking as a bridge commuter who needs every lane there is," I said, "taking away a lane is going to be a tough sell."

By the time we were finished planning our own version of the Bay Area's ferry system, we were approaching the dock in San Francisco.

"Think there's any chance of it falling out the way we want it?" I asked the transportation engineer.

He shook his head. "The mandate from the State, justified or not, is to relieve the Bay Area's traffic congestion with a ferry system. Never mind if ferries turn out to be the least efficient way to meet that goal."

"God wants people to travel by ship," I thought to myself. "and in this case, God is the California State Legislature."

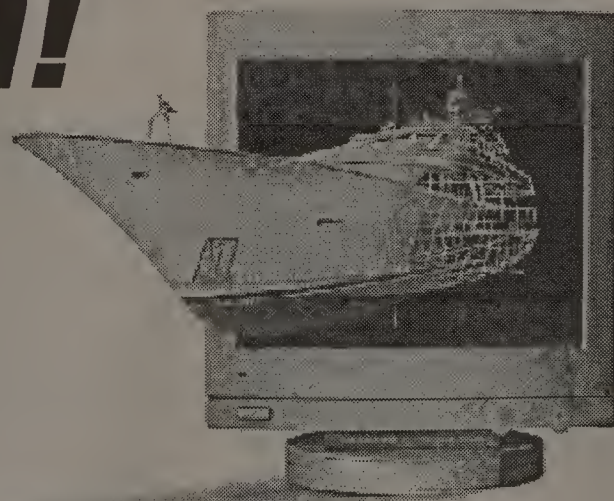
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THE RACING

With reports this month on a whole slew of **national championships**: the mellow **Santa Barbara to King Harbor Race**; SFYC's excellent **Summer Keelboat Regatta**; four **US Sailing national championships** which occurred on the Bay last month; the **EYC/YRA Second Half Opener**; the mellow **Gracie & George Race**; and tons of **box scores** and **race notes** at the end.

Nationals Round-Up

The J/24s weren't the only class to hold their National Championship around here last month (see page 184). At least ten other Nationals — and quite probably more — occurred lately. Here are bare-bone reports on each event, with websites (where available) that should lead to more information.

EL TORO NAs (Howard Prairie Lake; 7/31-8/3):

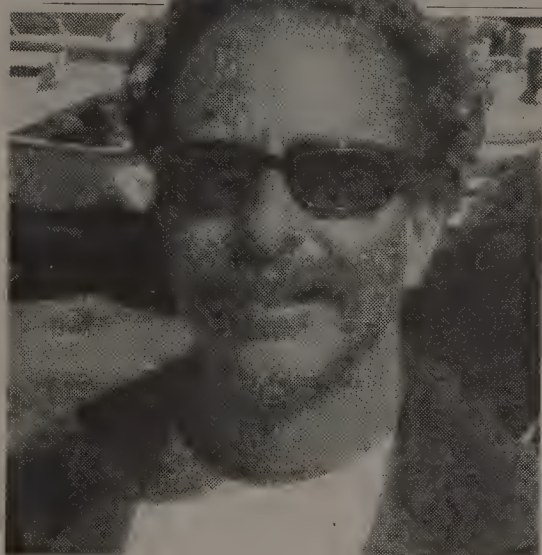
GOLD — 1) Vaughn Seifers, 18 points; 2) Hank Jotz, 20; 3) Andy Goodman, 22; 4) John Walsh, 23; 5) Art Lange, 23; 6) Tom Burden, 27. (18 boats)

SILVER — 1) Walt Andrews, 6 points; 2) Greg Morill, 11; 3) Ron Locke, 19. (12 boats)

INTERMEDIATE — 1) Noe Goodman, 6 points; 2) Jesse Wedler, 8; 3) Tim Armstrong, 15. (5 boats)

JUNIOR — 1) Martin Sterling, 5 points; 2) Brooks Reed, 10; 3) JV Gilmour, 13; 4) David Liebenberg, 22; 5) Ryan Bailey, 24. (10 boats)

(6 races. . . www.eltoroyra.org)



LATITUDE/ROB

Versatile — Newport Beach bond trader Mark Gaudio has won national titles in Lido 14s, Cal 20s and Sabots this summer.

SANTANA 20 NATIONALS (Klamath Falls; 7/23-27):

1) Charlie Ogletree (with Mike Pinckney and John Papadopoulos), 17 points; 2) Chris Winnard, 19; 3) Charles Witcher, 25; 4) Golison/Washburn, 26; 5) Ken Cardwell, 30; 6) Kerry Poe, 43; 7) Yumio Dornberg, 54; 8) Lance Purdy, 54; 9) Mike Sherlock, 61; 10)

Paul Stephens, 68; 11) Ron Fish, 72; 12) Mark Fortier, 74; 13) Charles Fuller, 82. (26 boats; 6 races/no throwouts. . . www.s20.org)

CAL 20 NATIONALS (King Harbor YC; 7/27-29):

CHAMPIONSHIP — 1) Mark Gaudio (with crew Erik Mayol and Nate Dunham), 10 points; 2) Mike Burch/Ken Dair, 15; 3) Walter Johnson, 20; 4) Mark Folkman, 21; 5) Bill Schopp, 34; 6) Mike DeBrincat, 35; 7) Jib Kelly, 39; 8) Chuck Clay, 41; 9) Dick Edwards, 43; 10) Doug McLean, 47. (25 boats)

CONSOLATION — 1) Paul McVey, 11 points; 2) Bill Pistey, 13; 3) Barry Hamilton, 17. (11 boats) (6 races/1 throwout. . . www.cal20.org)

LIDO 14 NATIONALS (Huntington Lake; 7/16-18):

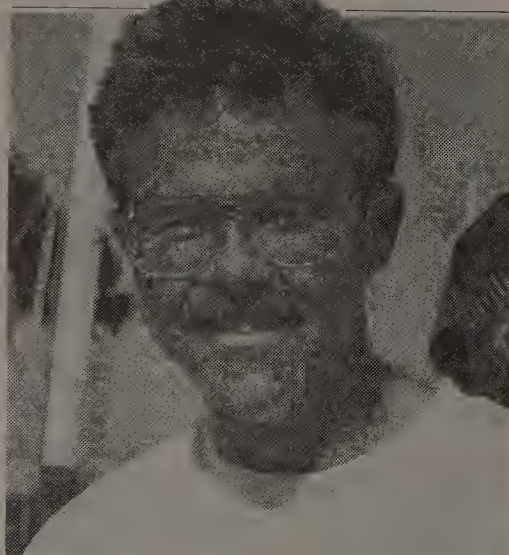
GOLD — 1) Mark Gaudio/Doug McLean, 8 points; 2) Bob Yates/Pat Kincaid, 18; 3) Tom & Bette Jenkins, 18; 4) Stu Robertson/Cameron Biehl, 24; 5) Kurt & Anne Wiese, 31. (19 boats)

SILVER — 1) Jim & Kay Sterner, 18 points; 2) Larry & Liz Salas, 20; 3) Roger & Pat Tilton, 25. (19 boats)

(5 races/no throwouts. . . www.lido14.org)

MERCURY NATIONALS (Coronado YC; 8/16-18):

1) Jack McAleer/Eddie Schaup, 13 points; 2) Don



LATITUDE ARCHIVES

Three-peat — Corinthian YC member Charlie Brochard just sailed his Olson 25 'Baleineau' to a third consecutive Nationals win.

& Doug Whelan, 15; 3) Dick Clark/Brent Harrill, 17; 4) Steve & John Gould, 20; 5) David West/Tom Priest, 27; 6) Doug Baird/Tristan Whipple, 35; 7) Pax Davis



& Julie/George Gerwe; 8) Pat & Brendan Bradley, 41; 9) Jim & Ben Bradley, 48; 10) Steve Jeppesen/Kerr Maring, 49. (13 boats; 5 races/no throwouts. . . www.silcom.com/~merc583/sail)

MOORE 24 NATIONALS (StFYC; Aug. 17-19):

1) **Fatuity**, Dave Hodges (with Bill Keller, Doug Kirk, Jeff Weiss and Steve Evans), 18 points; 2) **One Moore**, Tom Wondolleck, 27; 3) **Gruntled**, Bart Hackworth, 28; 4) **Vu Ja De**, Bob Sutton, 32; 5) **Ruby**, Andrew Manzi, 37; 6) **Mooregasm**, Watts/Josselyn, 48; 7) **Adios**, Scott Walecka, 49; 8) **Eclipse**, Brad Butler, 57; 9) **Kamikaze**, George Wheeler, 58; 10) **Sparrow Hawk**, Vaughn Seifers, 79; 11) **Topper II**, Bren Meyer, 85; 12) **Wet Spot**, Michael O'Callahan, 87; 13) **Mercedes**, Joel Verutti, 94; 14) **Morphine**, Paul Faget, 96; 15) **Ngelew Fejj**, Shana Rosenfeld, 104. (23 boats)

(7 races/no throwouts. . . www.moore24.org)

I-14 NATIONALS (The Gorge; Aug. 15-19):

1) Zack Berkowitz/Trevor Baylis, StFYC, 8 points (all bullets!); 2) Kris Bundy/Jamie Hanseler (current world champions), Seattle YC, 19; 3) Ron Boehm/Pete Mohler, Santa Barbara YC, 28; 4) Steve



LATITUDE/ROB

The big boats are back! Above, 'Astra' chases other Farr 40s at the Summer Keelboat Regatta. In September, you can watch the Farr 40s sailing at the NOOD and Big Boat Series.

Goodson/Alan Diercks, Seattle YC, 30; 5) Hugh Kidd/John Vincze, Toronto YC, 39; 6) Lawrence Henderson/Kurt Schmidt, Richmond YC, 60; 7) Ted Rogers/Tim Burks, Richmond YC, 71; 8) Kirk Twardowski/Paul Galvez, Richmond YC, 76.

(14 boats; 9 races/1 throwout)

OLSON 30 NATIONALS (RYC; Aug. 23-26):

1) **Ozone**, John Leitzinger (Tacoma, WA), 18 points; 2) **Hoot**, Andy Macfie, 20; 3) **Run Wild**, Dale Irving, 23; 4) **Lunch Box**, Mark Logan (Seattle), 28; 5) **Family Hour**, Bilafer Family, 32; 6) **Neuromancer**, Dean Daniels, 41; 7) **Five Percent**, Steve Steinberg, 49. (13 boats; 7 races/no throwouts)

OLSON 25 NATIONALS (RYC; Aug. 23-26):

1) **Baleineau**, Charlie Brochard, 13 points; 2) **Blood Money**, Josh Grass, 21; **Hamburger Haus**, Jens Jensen, 22; 4) **Blazing Saddles**, Derik Andersen, 24.

(8 boats; 7 races/no throwouts)

SC 27 NATIONALS (MPYC; Aug. 23-25):

1) **Kurzweile**, Bret Gripenstraw; 2) **California Zephyr**, Peter Dalton; 3) **Hanalei Express**, Rob Schuyler; 4) **DynaFlow**, Mark Dini; 5) **Jersey Girl**, Greg Miller. (12 boats; no other information provided)

Santa Barbara-King Harbor Race

The popular Santa Barbara to King Harbor Race celebrated its 30th anniversary on August 3 with a pleasant, if unremarkable, race. One hundred and thirteen boats in 11 classes started the annual 81-mile downwind run, which leaves Anacapa Island to port before squaring off for the Redondo Beach finish line. The race saw lots of fog in the channel and winds between 5-15 knots, not enough to threaten the course record of six hours, 55 minutes, set by Doug Baker's Andrews 70+ *Magnitude* in 1999.

Afterburner, a custom 52-foot catamaran, was the first official finisher at 7:30 p.m. (another cat, a Roland 36 named 2

of 10, beat them in by 20 minutes but was racing unofficially). *Magnitude* was the first monohull to finish, coming in 24 minutes behind *Afterburner* after seven hours, 53 minutes on the field. Not unexpectedly, both *Afterburner* and *Magnitude* suffered when the ratings were applied.

Jim Madden's beautiful blue J/160 *Stark Raving Mad* continued its winning ways, taking overall PHRF honors among the displacement classes. Cita Litt's bright yellow Schock 40 *Cita* topped the ULDB classes, also posting the best corrected time in the monohull fleet by nine minutes over the curiously-named *Melges 24 In the Fridge*. The F-31R *Dead Spider* — another interesting name — topped the ten-boat multihull fleet.

See www.sbyc.org for full results.

ULDB-A — 1) **Locomotion**, Andrews 45, Winslow Lincoln; 2) **Quantum**, Andrews 56, Udo Gietl; 3) **Medicine Man**, Andrews 61, Bob Lane; 4) **America's Challenge**, Andrews Whitbread 60, Neil Barth; 5) **Yassou**, N/M TP 52, Jim Demetriades. (13 boats)

ULDB-B — 1) **Lina**, SC 50, Walter Pressell; 2) **Buzz**, Henderson 30, Bishop/Deaver; 3) **Black Knight**, Farr 39, Phil Friendman. (10 boats)

ULDB-C — 1) **In the Fridge**, Melges 24, Mark Golison; 2) **Ono**, Olson 40, Galloway/Folkman; 3) **Prime Time**, Olson 40, Sherlock/Borkowski. (10 boats)

ULDB-D — 1) **DNA**, J/80, Dave Hammett; 2) **Ballistic**, Hobie 33, Robert Plant; 3) **XS**, Mull 30, Thawley/Queen. (10 boats)

SCHOCK 40 — 1) **Cita**, Cita Litt; 2) **Secret Squirrel**, John Cladianos. (5 boats)

PHRF-A — 1) **Stark Raving Mad**, J/160, Jim Madden; 2) **Gold Digger**, N/M 50, Steiner/Fell; 3) **Arana**, Choate 51, John Carroll; 4) **Nitro**, J/33, John Messenger; 5) **Roller**, Andrews 42, Mike Hatcher. (11 boats)

PHRF-B — 1) **Wind Dancer**, Catalina 42, Edwards/Chase; 2) **Sidekick**, J/37, Bill Webster; 3) **Strider**, J/35C, John Grether. (9 boats)

PHRF-C — 1) **La Diana**, Contessa 35, Brenden Huffman; 2) **Rush Street**, J/29, Larry Leveille; 3) **Hot Rum**. (10 boats)

PHRF-D — 1) **Friction Loss**, J/30, Shawn Ivie; 2) **Primera**, Col. 30, Johnston/Vollmer; 3) **Sleeper**, Lindberg 26, Jim Gillinger. (15 boats)

ORCA (multihull) — 1) **Dead Spider**, F-31R, Bryne/Keiding/Grange; 2) **Mental Floss**, F-31, Jeff Cohen; 3) **Delta Vee**, F-31, Michael Leneman. (10 boats)

CRUISING — 1) **Incredible**, Swan 53, Rick Gorman; 2) **Kayak**, Peterson 41, Ken Clements; 3) **Tröjan Conquest**, Ericson 38, Cheeks/Webb. (10 boats)

Summer Keelboat Regatta

The pulse of the Bay Area racing scene quickened on August 11-12, as the Farr 40s returned to the Bay for their first of four contests — San Francisco YC's annual Summer Keelboat Regatta. Thirteen Farr 40s showed up for the five-race series, held in postcard-perfect conditions



south of the Berkeley Circle. Twenty-eight J/105s shared the windward/leeward race course with the Farris, but opted for a four-race series instead of five. Meanwhile, a mile away on the more protected Southampton course, three other classes were going at it — the Express 37s, the Express 27s and the Melgi.

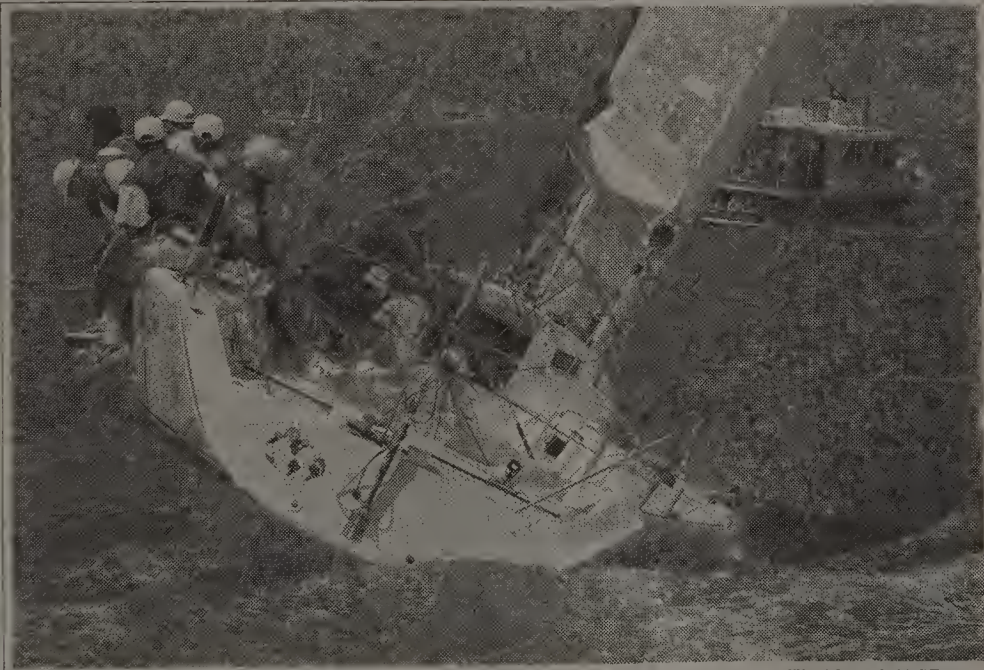
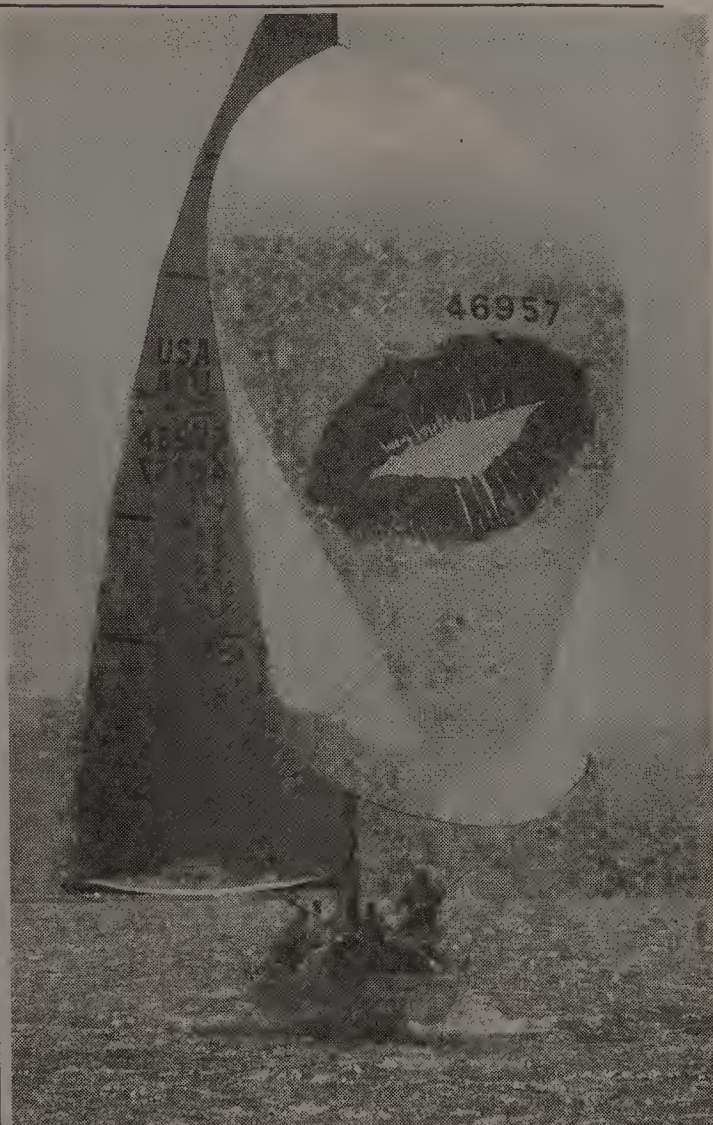
The Farr 40s had another epic down-to-the-wire battle, ending in a tie between John Kilroy's *Samba Pa Ti* and Peter

Summer Keelboat Regatta action, from upper left — 'Croc Rock' is leading the Farr 40 standings after five events; J/105s aiming for the offset mark; dueling Melgi; the Express 27 'El Raton' airs out her rudder at the weather mark; the winning form of Ian Charles' J/105 'Sails Call'.

Stoneberg's *Shadow*. The former won on the tiebreaker, based on their two bullets to *Shadow*'s one. Deenen and John Demourkas' *Groovederci* was a close third, just one point out of first. This was the fifth of eight races on the Farr 40 West Coast championship schedule. Despite finishing seventh in the Summer Keelboat

Regatta, Alex Geremia's *Crocodile Rock* is still leading the series (see *Box Scores*). The rest of their series consists of the Quick Boat Series, the NOOD and the Big Boat Series.

Ian Charles' *Sails Call* easily topped the 28-boat J/105 fleet, regaining the season lead from rival *Good Timin'* in the process.



More SKR, from upper left — Mark Dowdy 'Eclipsed' the Express 37 fleet; 'Groovederci's distinctive chute; Kilroy (and 'Samba Pa Ti') was here; 28 J/105s hit the line, with one boat clearly over early; the Farr 40s 'Endurance' and 'Wahoo' battle upwind. All photos latitude/rob.

On the other course, two boats — Mark Dowdy's Express 37 *Eclipse* and Will Paxton's Express 27 *Motorcycle Irene* — sailed perfect regattas, i.e. five bullets. Bruce Ayres' Melges 24 *Monsoon*, visiting from Newport Beach, came on strong the second day to wrestle victory away from Zarko Draganic's *Trailblazer*.

"This was a great regatta, both on and off the water," noted *Elan* skipper Bill Riess. "San Francisco YC knows how to do things right — and their clubhouse is probably the mellowest place on the Bay to relax after racing!"

FARR 40 — 1) *Samba Pa Ti*, John Kilroy/Brian

Ledbetter, 17 points; 2) *Shadow*, Peter Stoneberg/Jeff Madrigali, 17; 3) *Groovederci*, Deenen Demourkas/Chris Larson, 18; 4) *Revolution*, Tim Lynch (substitute driver)/Peter Isler, 24; 5) *Wahoo*, Robert Shaw/Morgan Larson, 24; 6) *Gone Too Farr*, David Carrel/Jeff Thorpe, 29; 7) *Crocodile Rock*, Geremia/Harris/Haines, 29; 8) *Endurance*, Mike Condon/Seadon Wijsen, 33; 9) *Flyer*, Shep Kett/Jack Halterman, 45; 10) *Peregrine*, David Thomson/John Cutler, 50; 11) *Ol Farrtz*, Cote/Wolfe/Wright, 56; 12) *Blue Chip*, Walt Logan/Tim Parsons, 59; 13) *Astra*, Mary Coleman/Riley, 61. (13 boats)

THE RACING

J/105 — 1) **Sails Call**, Ian Charles, 12 points; 2) **Nantucket Sleighride**, Peter Wagner, 17; 3) **Jitterbug**, Chuck Eaton, 25; 4) **Zuni Bear**, Bergmann/Bennett, 26; 5) **Bella Rosa**, Dave Tambellini, 27; 6) **Good Timin'**, Wilson/Perkins, 30; 7) **Wind Dance**, Jeff Littfin/Steve Pugh, 33; 8) **Arbitrage**, Bruce Stone, 37; 9) **Juxtapose**, Tom Thayer/Dick Watts, 38; 10) **Jose Cuervo**, Sam Hock, 38. (28 boats)

EXPRESS 37 — 1) **Eclipse**, Mark Dowdy, 5 points; 2) **Expeditious**, Bartz Schneider, 11; 3) **Elan**, Bill Riess, 14. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 5 points; 2) **Swamp Donkey**, Scott Sellers, 14; 3) **El Raton**, Ray Lotto, 18; 4) **Bessie Jay**, Brad Whitaker, 22; 5) **Dianne**, Steve Katzman, 30. (11 boats)

MELGES 24 — 1) **Monsoon**, Bruce Ayres, 14 points; 2) **Trailblazer**, Zarko Draganic, 15; 3) **Glock 9**, James Glockner/Tim Duffy, 19; 4) **Sharks Never Sleep**, Rick Rajewski, 22; 5) **Tropical Storm**, Doug Forster, 29; 6) **Smokin'**, Kevin Clark. (14 boats)

US Sailing Championships

The 'Big Three' — St. Francis YC, Richmond YC, and San Francisco YC — were hosts to four major US Sailing Championships last month, mostly for youth sailors. Vanguard Yachts supplied boats for each of the regattas, while US Sailing provided judges, trophies and other support. The Bay was on her best behavior for our out-of-town guests and, as the sailors had to qualify from their respective US Sailing areas to race in three of the regattas, the level of competition was quite high.

The quartet of national title bouts kicked off with the O'Day Trophy, the U.S. men's singlehanded championship. Hosted by St. Francis YC on August 3-5, this Cityfront Laser event was theoretically open to male sailors of all ages — but, in practice, most of the 16 competitors were mid-20s or younger. Collegiate All-American sailor Clay Bischoff (Harvard, '03), hailing from Coral Gables, FL, started off slow with a two and a nine, but then rattled off seven straight bullets to win the regatta handily.

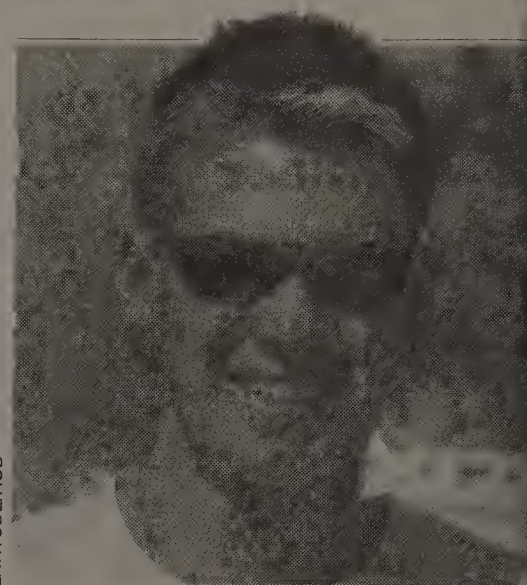
The Leiter Cup, an 'open' singlehanded event for girls 18 and under, began as the O'Day wound down. Richmond YC hosted 44 young women for this Laser Radial event, a ten-race, two-throwout series on the edge of the Berkeley Circle. Paige Railey, a ninth-grader from Clearwater, Florida, crushed the fleet, which included her twin sister Brooke, who finished 20th. Coming in second, 19 points behind Paige, was Molly Carapiet, from Belvedere. Carapiet, age 17, is enjoying a great summer, having already teamed up in mid-July with Mallory McCollum to win the Ida Lewis Trophy, the U.S. junior women's double-handed championship.

Four days later, the grand finale — the Smythe/Bemis regattas — got underway on the Southampton course. Hosted by San Francisco YC, the event attracted 60 of the best youth sailors in the country. Ten races later, the New Jersey contingent were the big winners. Clay Johnson, a 17-year-old high school student from Toms River YC (New Jersey, Area C), clobbered the Smythe fleet (Lasers) with seven bullets and three deuces. In the three previous years, Clay was fourth, third and second in the Smythe finals, so his victory wasn't entirely unexpected. The Johnson family is on a roll — little brother Reed was in *Racing Sheet* last month for winning the Laser Radial Nationals!

Kyle Kovacs, age 15, and Eric Reiting, 17, likewise dominated the Bemis competition in 420s. The duo, sailing for the Brant Beach YC (also New Jersey, about half an hour from Toms River), finished a comfortable 18 points ahead of the runners-up Mikee Anderson and Graham Biehl, sailing for the San Diego YC. Kovacs

Youth movement — Smythe/Bemis images, courtesy of SFYC photographer Bob Law.

LATITUDE/ROB



Smythe winner Clay Johnson, from the new hot-bed of junior sailing, New Jersey.

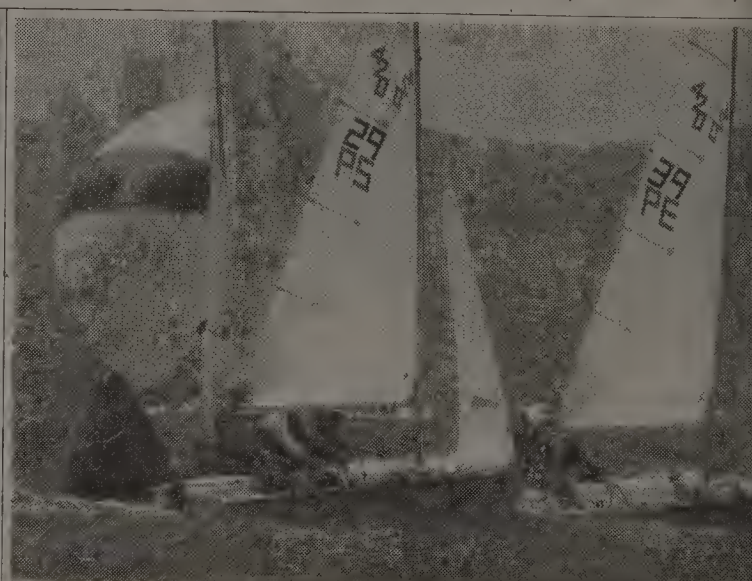
and Reiting were about 40 pounds heavy for the 420, which didn't hurt them at all in the windy conditions.

Two more big US Sailing championships are coming up on September 11-15 in Rush Creek, Texas — the Mallory Cup (men's) and Adams Cup (women's), both to be sailed in J/22s. Unfortunately, there wasn't a lot of interest from Area G in either event, and Monterey Peninsula YC cancelled their elimination series in late July when no one showed up.

"The Adams Cup is just too near the Rolex Regatta for us," explained Stephanie Wondolleck, one of two Area G skippers heading to Annapolis for the Rolex International Women's Keelboat Championship on September 22-28. Wondolleck's crew for that J/22 event are Vicki Sodaro, Karina Vogen and Aimee Hess. Also heading for Annapolis is Monterey Bay J/22 sailor Donna Womble (*Toucan*), who will sail with Karen Loutzenheiser and Betsy Jeffers.

O'DAY (StFYC: Aug. 3-5; Lasers):

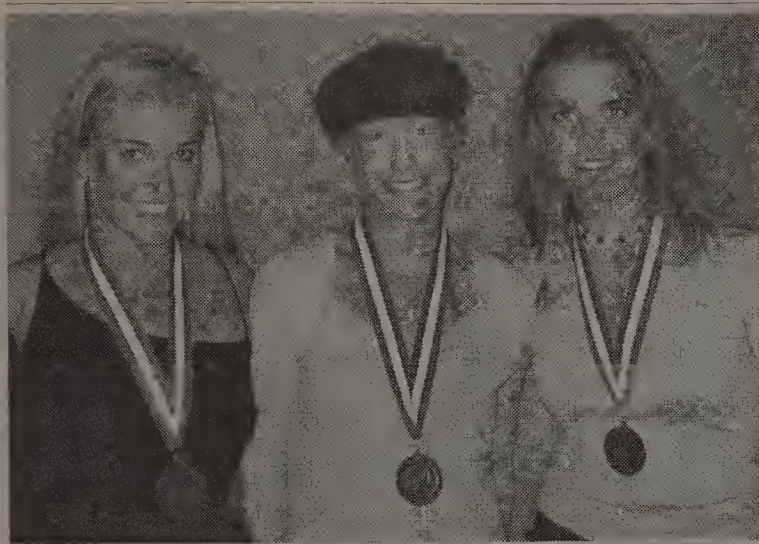
1) Clay Bischoff, Coral Gables, FL, 18 points; 2) Bryan Lake, La Mesa, CA, 27; 3) Vincent Porter,





LATITUDE/ROB

Bemis winners Kyle Kovacs (left) and crew Eric Reiting, also from the Garden State.



COURTESY RYC

Leiter Cup top three, from left — Lauren Bernsen (3rd), Molly Carapiet (2nd) and Paige Railey (1st).

that weekend, 57 other one design boats in four classes (J/105, Etchells, Melges 24, J/24) kicked off the second half at StFYC's Albert Simpon Regatta (see Box Scores).

Three different race courses accommodated the Second Half Opener fleet on Saturday's race — the 22-mile 'ocean' course (to Point Bonita), the

18.4-mile 'long' Bay course, and the 15.7-mile 'short' Bay course. Bob Garvie's powerful N/M 49 *Bullseye* was first to finish, followed a minute later by *Javelin*, Pat Nolan's for-sale J/125. *Javelin* corrected out first over *Bullseye* by eight minutes, largely on the strength of staying on a continual plane from the Golden Gate Bridge to the Bay Bridge.

Given splendid conditions, all of the fleet made it back to Encinal YC between 3-4 p.m., leaving plenty of time for socializing at that evening's poolside barbeque and dance party.

Results of Saturday's race follow. Full results, as well as cumulative HDA and ODCA standings, can be found at www.yra.org.

HDA-G — 1) *Javelin*, J/125, Pat Nolan; 2) *Bullseye*, N/M 49, Bob Garvie; 3) *Bodacious*, Farr One Ton, John Clauser; 4) *Azzura*, Azzura 310, Jonsson/Svendsen; 5) *Raptor*, J/35, Jim Hoey. (14 boats)

HDA-H — 1) *Two Scoops*, Express 34, Chris Longaker; 2) *Breakout*, Santana 35, Lloyd Ritchey; 3) *Chimera*, Little Harbor 47, Grant Miller. (8 boats)

HDA-J — 1) *Jammin' Too*, Catalina 36, Michael Lamb; 2) *Silkye*, WylieCat 30, Seal/Riley/Skinner; 3) *Harp*, Catalina 38, Mike Mannix. (10 boats)

HDA-K — 1) *Twilight Zone*, Merit 25, Paul Kamen; 2) *Mission Impossible*, Merit 25, Dave

Fontana, WI, 37; 4) August Barkow, Naskotah, WI, 44; 5) Chuck Tripp, San Pedro, CA, 52; 6) Chad Wilson, Houston, TX, 61; 7) Patrick Whitmarsh, Carmel, CA, 63; 8) Chase Culeman-Beckman, Port Chester, NY, 79; 9) Emery Wager, Seattle, WA, 79; 10) Tim Orazen, Edgartown, MA, 80. (16 boats; 9 races/no throwouts)

LEITER (RYC: Aug. 5-9; Laser Radials):

1) Paige Railey, Clearwater, FLA, 13 points; 2) Molly Carapiet, Belvedere, 32; 3) Lauren Bernsen, Coronado, 37; 4) Meredith Pelton, Florida, 42; 5) Emily Hill, Florida, 45; 6) Leland McManus, Mass., 51; 7) Alexandra McManus, Mass., 58; 8) Lauren Maxam, California, 60; 9) Abigail Sloan Devlin, Conn., 61; 10) Coralee Skoch, Ohio, 75.

Area G sailors — 15) Mallory McCollum, 85; 21) Nicole Sterley, 158; 25) Mo Castruccio, 197; 30) Katie Nolan, 224; 36) Lauren Durfee, 256; 42) Meghan Castruccio, 295; 43) BJ Clausen, 306.

(44 boats; 10 races/2 throwouts)

SMYTHE (SFYC: Aug. 13-16; Lasers):

1) Clay Johnson, Toms River YC (NJ), 13 points; 2) Mike Wilde, Rochester YC, 31; 3) Vincent Porter, Lake Geneva YC, 48; 4) Brendan Fahey, North Kitsap Comm., 53; 5) Tim Orazem, Edgartown YC; 6) Colin Robertson, Annapolis YC, 91; 7) David Tunnicliffe, North Cape YC, 96; 8) Matt Stine, San Diego YC, 98; 9) Harrison Turner, California YC, 98; 10) Jeff Kittredge, Biddeford Pool YC, 98.

Area G sailors — 14) John Goldsberry, SFYC, 137; 19) Patrick Stahnke, StFYC, 178.

(20 boats; 10 races/no throwouts)

BEMIS (SFYC: Aug. 13-16; 420s):

1) Kyle Kovacs/Eric Reiting, Brant Beach YC (NJ), 21 points; 2) Mike Anderson/Graham Biehl, San Diego YC, 39; 3) David Siegal/Zach Kavanagh, New Bedford YC, 52; 4) Graham & Becky Mergenthaler, Toms River YC, 64; 5) Genieve Tulloch/Mallory Fontenot, Houston YC, 67; 6) Andrew Loe/Allan Le Blanc, Southern YC, 72; 7) Charlie Enright/Courteney Hardiman, East Bay Sailing, 78; 8) Erik Storck/Zach Goldman, Northport Bay SA, 86; 9) Henry Maxwell/Jack Field, Ram Island YC, 91; 10) Craig Thompson/Paul Taylor, Erie YC, 111.

Area G sailors — 18) Cameron McCloskey/Molly Robinson, SFYC, 163; 19) Casey Williams/Kristin Rittenhouse, SFYC, 186.

(20 boats; 10 races/no throwouts)

YRA Second Half Opener

After taking the month of July off, the HDA/ODCA summer season resumed with the Encinal YC-hosted Second Half Opener on July 28-29. Sixty-four HDA boats and 48 ODCA boats came out for Saturday's fine sail, and slightly less for Sunday's buoy race (a non-counter for some one design classes). Concurrently



THE RACING

Hamilton. (4 boats)

HDA-M — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Current Asset**, Islander 30-2, John Bowen; 3) **Allegro**, Herreshoff 33, David Bertsen. (9 boats)

SPORTBOAT — 1) **Run Wild**, Olson 30, Dale Irving; 2) **Family Hour**, Olson 30, Bilafer Family; 3) **El Raton**, Express 27, Ray Lotto; 4) **#107**, Express 27, Eric Deeds. (12 boats)

SF-30 — 1) **Tortuga**, Santana 30-30, Stephen Hutchison; 2) **Ixxis**, Olson 911-S, Ed Durbin; 3) **Prep J**, J/30, Ron Tostenson. (7 boats)

ANTRIM 27 — 1) **Abracadabra II**, Dennis Surtees. (3 boats)

ARIEL — 1) **Pathfinder**, Ed Ekers; 2) **Lickety Split**, Joe Antos; 3) **Menehune**, Alan Page-Russell. (8 boats)

CAL 29 — 1) **Champagne II**, Charles Barthrop. (2 boats)

CATALINA 30 — 1) **Trey Shay**, John Jacobs; 2) **Lochan Ora**, Paul Harwood. (5 boats)

EXPRESS 37 — 1) **Elan**, Bill Riess* (1 boat)
HAWKFARM — 1) **Red Hawk**, Dan Newland. (2 boats)

ISLANDER 36 — 1) **Zoop**, Paul & Mary Tara; 2) **Tenacious**, Milligan/Terzian; 3) **Pacific High**, Harry Ferrell. (7 boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira; 2) **Twist**, Timo Bruck. (5 boats)

LEVEL 198 — 1) **Star Ranger**, Ranger 26, Simon James. (3 boats)

NEWPORT 30 — 1) **Ruckus**, Paul Von Wiedenfield. (2 boats)

OLSON 25 — 1) **Blazing Saddles**, Derik Anderson. (3 boats)

SANTANA 22 — 1) **Dominatrix**, Heidi Schmidt.

the Estuary to the finish. Spinnakers were only allowed to be flown upon entering 'the creek', a rule which keeps the race more user-friendly than other doublehanded events. "It was really mellow this year, with winds peaking at 10-15 knots," said EYC race official Margaret Fago. "A big wind hole at the entrance to the Estuary kept things interesting, basically starting the race over again."

The biggest boat in the fleet, Susan and Steve Chamberlin's Schumacher 46 *Surprise*, apparently had the race in the bag until they hit the parking lot. By the time they recovered, the Chamberlins were barely able to hang on to first to finish. *Tortuga*, Karen Clarkson and Steve Hutchison's Santana 30/30, finished just 29 seconds after *Surprise* to claim overall honors. "Our secret weapon was a 155% jib top, perfect for the reaching legs," claimed Steve.

At the awards ceremony, Clarkson took home trophies for first in Class C, the largest and most competitive class, and first overall. Rounding out what must have been a memorable day, Karen was also presented a birthday cake (arranged ahead of time by Steve), accompanied by

COURTESY TORTUGA



Skipper Karen Clarkson and crew Steve Hutchison sailed 'Tortuga' to overall honors in this year's Gracie & George Race.

Karen Clarkson/Steve Hutchison; 2) **Harp**, Marilyn Brite/Mike Mannix; 3) **Borderline**, Olson 911-SE, Jane & Bill Charon; 4) **Great White**, Express 27, Toni Weingraeter/Scott Tipper. (12 boats)

CLASS D (150-179) — 1) **Bewitched**, Merit 25, Lorraine & Mark Salmon; 2) **Tailchaser**, Moore 24, Emily & Bob Hogin; 3) **Chesapeake**, Merit 25, Elizabeth MacDonald/Jim Fair. (6 boats)

CLASS E (180 and up) — 1) **Badora**, Columbia Challenger, Nancy and Lyle Werner; 2) **That's Right**, Coronado 25, Kathy Wheatly/Paul Haris; 3) **Dazzler**, Folkboat, Hester Burns-Callander/Paul Mueller. (6 boats)

CLASS G — 1) **Triumph**, WylieCat 30, Susan Fernandez/Steve Seal. (2 boats)

OVERALL — 1) **Tortuga**; 2) **Bewitched**; 3) **Harp**. (30 boats)

Box Scores

Zillions of regattas occurred last month, and we're drowning in a tidal wave of information and race results. But rather than suffer a nervous breakdown over it all, we'll do what we always do when we get overloaded — throw everything in *Box Scores*!

SIMPSON SPORTBOAT (SiFYC; 7/28-29; 4 races):

J/105 — 1) **Bella Rosa**, Dave Tambellini, 12 points; 2) **Sails Call**, Ian Charles, 12; 3) **Jitterbug**, Chuck Eaton, 15; 4) **Good Timin'**, Perkins/Wilson, 21; 5) **Nantucket Sleighride**, Peter Wagner, 22; 6) **Zuni Bear**, Bergmann/Bennett, 25; 7) **Blackhawk**, Dean Dietrich, 26; 8) **Tiburon**, Steve Stroub, 33; 9) **Arbitrage**, Bruce Stone, 38; 10) **Advantage 3**, Pat Benedict, 40; 11) **Out of Options**, Doug Berman, 45; 12) **Wind Dance**, Littfin/Pugh, 48; 13) **Jose Cuervo**, Sam Hock, 57; 14) **Juxtapose**, Thayer/Watts, 59; 15) **Orion**, Gary Kneeland, 61. (32 boats)

ETCHELLS — 1) **Celebration**, Henry Fischer, 7 points; 2) **Air Tuna**, Jim Gregory, 21; 3) **White Jacket**, John Sutak, 26; 4) **HSJ**, Jeff Holder, 30; 5) **Rage**, Neff/Erickson, 32. (10 boats)

MELGES 24 — 1) **Glock 9**, Tim Duffy, 8 points; 2) **Trailblazer**, Zarko Draganic, 13; 3) **Agent 99**, Dimitrelis/Dobroth, 19. (5 boats)

J/24 — 1) **Cool Breeze**, Doug Nugent, 9 points; 2) **Blunder Buss**, Carl Smit, 11; 3) **Woof**, Alan

(3 boats)

SANTANA 35 — 1) **Ice Nine**, Brendan Busch. (4 boats)

Gracie & George Race

Thirty coed teams enjoyed Encinal YC's annual Gracie & George Race on Saturday, August 18. Per the traditional format, women skippers and just one male crew sailed a 8.3-mile triangle around the South Bay, followed by a gentle run up to

Plane ride — Pat Nolan's J/125 'Javelin' with the hammer down in the Second Half Opener. (Okay, it was the '99 one, but we love this photo!)

the usual singing and blushing.

CLASS A (sportboats) — 1) **Wet Bunnys**, Wylie Wabbit, Sue Pfluecke/Bill Gardner. (1 boat)

CLASS B (< 120) — 1) **Rascal**, Wilderness 30, Ruth Summers/Rui Luis; 2) **Surprise**, Schumacher 46, Susan and Steve Chamberlin. (3 boats)

CLASS C (121-149) — 1) **Tortuga**, Santana 30,

LATITUDE ARCHIVES

2002 Pacific Cup Early Entries*

<i>Yacht</i>	<i>Type</i>	<i>Owner</i>	<i>Homeport</i>
CREWED			
<i>Giant Slayer</i>	SC 27	David Garman	Des Moines, WA
<i>Coyote</i>	Hawkfarm 28	Arnold Zippel	Richmond
<i>Speedy Gonzales</i>	Olsen 30	Doug DuBois	Park City, UT
<i>Little O</i>	Olsen 30	Roger Groh	Sausalito
<i>Alakazam</i>	JDF 30	Paul Bergman	Anacortes
<i>Larrikin</i>	J/105	Stuart Taylor	San Francisco
<i>Heat Wave</i>	J/110	Rick Shema	Kaneohe Bay, HI
<i>Victoria</i>	Bavaria 34	Walter van den Burg	Long Beach
<i>Stray Cat Blues</i>	J/35	Bill Parks	San Francisco
<i>Petard</i>	Farr 36	Keith Buck	San Francisco
<i>Alessandra</i>	Jeanneau 36.2	Riegler/Amadeo	Marina del Rey
<i>Astreaus</i>	Tartan 3700	Richard Lauman	San Francisco
<i>Farallone Flyer</i>	Tartan 37	Michel Bergh	Hail Moon Bay
<i>First Light</i>	Island Packet 380	Charles Shank	San Francisco
<i>Mintaka 4</i>	Farr 38	Gerry Brown	San Francisco
<i>Coyote</i>	First Class 12	Peter Cullum	Richmond
<i>Cayeane</i>	Passport 40	Michael Moradzadeh	San Francisco
<i>Argonaut</i>	J/40	Christoph Ditzen	Berkeley
<i>Solution</i>	SC 40	Fred Hibberd	San Francisco
<i>Bodacious</i>	Farr One Ton	John Clauser	San Francisco
<i>Omega 1</i>	Caliber 40 LRC	Don Van Dyken	Reno, NV
<i>Free Spirit</i>	Jeanneau 40	Club Nautique	Jackson
<i>Scorpio</i>	Wylie 42	John Siegel	Santa Cruz
<i>Alcyone</i>	Hinckley 42	Jack McGuire	Aptos
<i>Kolohe</i>	J/130	Mark Tilden	Portland, OR
<i>Bravado</i>	Elliott 46	Charles Breed	Alameda
<i>Anomaly</i>	SC 50	William Elmer	Seattle, WA
<i>Hooligan</i>	SC 50	Bruce Anderson	Long Beach
<i>Emily Carr</i>	SC 50	Ray Minehan	Sausalito
<i>Octavia</i>	SC 50	Shep Kett	Santa Cruz
<i>City Lights</i>	SC 52	Tom Sanborn	San Francisco
<i>Ariel</i>	SC 52	Diana & Jim Freeland	Portland, OR
<i>Natazak</i>	SC 52	Steve Williams	Santa Cruz
<i>Winnetou</i>	SC 52	Martin Bruins	San Francisco
<i>Silver Bullet</i>	SC 52	Mark Jones	Pt. Richmond
DOUBLEHANDED			
<i>Moonshine</i>	Dogpatch 26	R.B. Ward	Pt. Richmond
<i>Andiamo</i>	SC 27	Mike Warren	Richmond
<i>Wildflower</i>	Wylie Custom 27	Skip Allen	Capitola
<i>Mirage</i>	Express 27	Terry Cobb	Pt. Richmond
<i>Shenanigans</i>	C&C 36	Michael Maloney	Berkeley
<i>Surge III</i>	Express 37	Charles Roskosz	Santa Cruz
<i>El Tiburon</i>	Passport 42	Roro & Michael Downing	San Francisco

*as of August 24

I-14 — 1) 'R. Burkowitz'; 2) K. Bundy; 3) T. Rodgers.

SAN JUAN 21 — 1) R. Barcus; 2) J. Hansen; 3) R. Kahn.

CATALINA 22 — 1) M. Texerra; 2) J. Hines.

LIDO 14 'A' — 1) 'Robinson'; 2) M. Gaudio; 3) K. Campbell.

LIDO 14 'B' — 1) G. Schaffer; 2) G. Brown; 3) M. Baumann.

(no other information provided)

HIGH SIERRA #2 (Fresno YC; July 21-22):

PHRF-A — 1) Bob Farmer, Hobie 33, Clovis; 2) Cam Lewis, J/22, Monterey; 3) John Scarborough, J/24, Fresno; 4) Ralph Wessel, J/24, Fresno; 5) Donna Womble, J/22, Monterey. (19 boats)

PHRF-B — 1) Doug Deppe, O'Day 25, Monterey; 2) Chuck Philips, Victory 21, Clovis; 3) Lewis Waggoner, Coronado 25, Fresno; 4) Bill Goldfoos, MacGregor 25, Merced; 5) Don Bononder, Victory 21, Madera. (17 boats)

OLSON 25 — 1) Bill Riley, Sausalito; 2) Nat Gildersleeve, Friant. (5 boats)

MOORE 24 — 1) Bart Hackworth, Richmond; 2) Dave Josselyn/Biff Wats, Santa Cruz; 3) Bren Meyer, Alameda; 4) Shana Rosenfeld, Santa Cruz; 5) Tom

Wondolleck, Alameda. (22 boats)

WYLIE WABBIT — 1) Colin Moore, Berkeley; 2) Groen/Desenberg, Albany; 3) Jon Stewart, San Rafael. (7 boats)

SANTANA 20 — 1) Jim Coyne, Gorgas; 2) Todd Craig, Forest Hill. (6 boats)

THISTLE — 1) Ron Smith, Sunnyvale; 2) Dave Keren, Fresno; 3) Dean Iwahoshi, Fresno. (9 boats)

LASER, JR. — 1) Donyá Lottage, Aptos. (4 boats)

SSS HALF MOON BAY (Aug. 11; 24.5 miles):

SH-II (under 129) — 1) Annalise, Wylie 34, Paul Altman. (1 boat)

SH-III (130-168) — 1) Constellation, Wylie 33, Tom Krase. (2 boats)

SH-IV (169-up) — 1) Chelonia, Yankee 30, Ed Ruszel. (2 boats)

SH-V (non-spinny) — 1) True North, C&C 27, Jeff Dunnivant. (2 boats)

SH-ULDB — 1) Starbuck, Black Soo, Greg Nelson. (3 boats)

DH-II (under 129) — 1) Walloping Swede, J/105, Tom Kassberg. (3 boats)

DH-III (130-168) — 1) Silkye, WylieCat 30, Steve Seal; 2) Tinsley Light V, WylieCat 30, Hank Grandin. (6 boats)

McNab, 16; 4) Rail to Rail, Rich Jepsen, 17; 5) Casual Contact, Ned Walker, 19. (10 boats)

19th WIVER WUN (RYC to Brannan Isl.; Aug. 4):

1) Jack, Bill & Melinda Erkelens, Liza Groen; 2)

Mr. McGregor, John Groen/Kim Desenberg; 3)

Kwazy, Colin Moore; 4) Jombo, Andy Hamilton; 5)

Wabid, Erick Menzel; 6) 24 Karat, Greg Byrne; 7)

Haretic, Jerry Keefe; 8) Hareball, Jim Malloy. (8

Wylie Wabbits)

WHIDBEY ISLAND RACE WEEK (July 22-27):

LEVEL 73-RATERS — 1) Diversion, J/35, John Hoag, 8 points; 2) The Boss, J/35, Wayne Berg, 13; 3) Indy, Express 37, Brian Watkins, 21. (8 boats)

OLSON 30 — 1) Ozone, Letzinger/Nelson, 13 points; 2) Lunch Box, Mark Logan, 15; 3) Wyewacket, Johnson/Vandevente, 28. (10 boats)

MELGES 24 — 1) Whitecap, Patrick Pillsbury, 21 points; 2) Mikey, Any Parker, 21; 3) Nikita, Paul Arntson, 22. (12 boats)

PHRF-IV — 1) Emotional Rescue, Melges 24, Greg Dorland, 10 points; 2) Jeito, J/145, Tom Huseby, 15; 3) White Cloud, Cookson 12-M, Steve Johnson, 21. (8 boats)

PHRF-V — 1) Go Dog Go, 'Thompson', Herb Cole/Charlie Adams, 9 points; 2) Ghost, Martin 243, Ian Fraser, 16; 3) Dauntless, X-Yacht, Ralph Turco, 32. (19 boats)

PHRF-VI — 1) Bullitt, CY 9.5, Clint Currie, 8 points; 2) Grafix, Soverel 33, Tom Gilbert, 13; 3) Elixir, X-99, Mike Milburn, 14. (9 boats)

PHRF-VII — 1) Coho, Spencer 34, Grant Brand-Imayr, 12 points; 2) Shoot the Moon, Peterson 40, Wills/Senn, 12; 3) Isabeau, Wylie 34, unknown, 19. (15 boats)

PHRF-VIII — 1) X-S, Hotfoot 30, Colin Nichols, 5 points; 2) Midsummer, 'Davidson', Stig Osterberg, 13; 3) Here & Now, J/29, Pat Denney, 26. (22 boats)

PHRF-IX — 1) The Wedge, Pocket Rocket 22, David Hickman, 10 points; 2) Treachery, 'Martin', 18; 3) Morphine, Moore 24, Brad Butler, 19. (18 boats)

PHRF-X — 1) Spar Trek, Islander 30, Jeff Janders, 8 points; 2) Goose n' Duck, CF-27, Paul Bennett, 12; 3) Nemesis, Soling, Chris White, 18. (12 boats)

MONTEREY & RETURN (SCYC; Aug. 4-5):

DIV. I — 1) Octavia, SC 50, Shep Kett, 4 points; 2) Capitol Affair, Olson 30, John Buchanan, 5; 3) Sirena, Olson 30, John Martinello, 8; 4) Go Dogs Go, Melges 24, Peter Dalton, 9; 5) Natazak, SC 52, Steve Williams, 10. (10 boats)

DIV. II — 1) Nobody's Girl, Moore 24, Syd Moore, 2 points; 2) Mistress Quickly, SC 27, Larry Weaver, 5; 3) Magna, SC 27, John & Jim Case, 5. (7 boats)

HIGH SIERRA #1 (Fresno YC; July 14-15):

MULTIHULL — 1) R. Duncanson; 2) M. Checketts; 3) 'Isaru'.

FIREBALL — 1) A. Jolly; 2) B. Schwegler; 3) R. Makinga.

ULTIMATE 20 — 1) J. Andrew; 2) C. Opem; 3) T. Holbert.

DAY SAILER 'A' — 1) D. Keran; 2) D. Iwahashi; 3) D. Clay.

DAY SAILER 'B' — 1) G. Vanheel; 2) R. Murphey; 3) A. Gebe.

THE RACING

DH-IV (169-up) — 1) **Emerald**, Yankee 30, Peter Jones; 2) **Wuvulu**, Islander Bahama 30, John New. (4 boats)

DH-V (non-spinny) — 1) **Krissy**, Ericson 35, Allen Cooper. (1 boat)

DH-ULDB — 1) **Black Feathers**, Cal 20, Bob Crawford. (3 boats)

OVERALL — 1) **Silkye**; 2) **Tinsley Light IV**; 3) **Walloping Swede**. (27 boats)

OYRA/\$FYC SOUTHERN CROSS (8/11: 33.1 mi.):

PHRO-I — 1) **Limerick II**, Bristol 40, John Marcus; 2) **Tigger**, J/33, Frances Fennell; 3) **Petard**, Farr 36, Keith Buck; 4) **Jarlen**, J/35, Bob Bloom; 5) **X-Dream**, X-119, Steen Moller. (13 boats)

PHRO-II — 1) **Illusion**, Cal 40, Stan Honey & Sally Lindsay; 2) **Dance Away**, Santana 35, Doug Storkovich; 3) (tie) **Sundog**, Bianca 414, Bill Wright, and **Shenanigans**, C&C 36-I, Michael Maloney; 3.5; 5) **Red Sky**, Olson 34-E, Brian Boschma. (13 boats)

MORA-I — 1) (tie) **Salty Hotel**, Express 27, David Rasmussen, and **Always Friday**, Antrim 27, John Liebenberg. 1.5 points. (2 boats)

MORA-II — 1) **Hot Chocolate**, Newport 30-2, Jon Nicholas. (1 boat)

SHS — 1) **Cookie Jar**, Moore 24, George McKay. (1 boat)

INTERCLUB #5 (Club Nautique: 8/18: 6.4 miles):

FLEET A (under 168) — 1) **Wave Rider**, Hunter 31, Mark Rommell; 2) **Wave Runner**, Tartan 10, Glen Krawiec. (7 boats)

FLEET B (169-197) — 1) **Spindrifter**, Tartan 30,

Paul Skabo. (4 boats)

FLEET B-1 (198-up) — 1) **Dulcinea**, Killer Whale, Mike Mathiasen. (2 boats)

CATALINA34 — 1) **Mottley**, Chris Owen; 2) **Bear Territory**, Dave Smith. (6 boats)

NON-SPINNAKER — 1) **Mood Indigo**, Gemini 105, Rich Kerbavz. (1 boat)

F-27 — 1) **Pegasus**, Andrew Pitcairn. (3 boats)

MULTIHULL — 1) **Donnybrook**, F-28 R, John Brady; 2) **Prime Directive**, F-31, Dave Gilman. (6 boats)

FALL ONE DESIGN #1 (Santa Cruz YC: Aug. 18):

OLSON 30 — 1) **Bullet**, Mike Gross; 2) **Mas Rapido**, Ken Detrick; 3) **Spirit**, Larry Rota. (7 boats; 1 race)

SC 27 — 1) **Hanalei Express**, Rob Schuyler, 6 points; 2) **DynaFlow**, M. Dini, 9; 3) **Ciao**, Andy Carson, 10; 4) **Mistress Quickly**, Larry Weaver, 15. (11 boats; 3 races)

MOORE 24 — No racing due to Nationals.

SANTANA 22 — 1) **Insanity Cruz**, M. Langer, 2 points; 2) **Tara**, O. Pritdnard, 4. (6 boats; 2 races)

FRANK'S TRACT (Andreas Cove YC: Aug. 18-19):

1) **Final Final**, Etchells, Jim Warfield, 4 points; 2) **Caribbean Lights**, Columbia 5.5, Terry Dobell, 5; 3) **Snabben**, Folkboat, Michael Johnson, 10; 4) **Enchante**, Hunter 30, G. Smith, 14; 5) **Perfect Fit**, Neptune 24, Mark Westerman, 16. (12 boats; 3 non-

spinnaker races)

SOUTH BAY YRA #5 (CPYC: Aug. 18):

BIG SPINNY — 1) **Sundancer**, Hunter 34, Bob Carlen. (3 boats)

BIG NON-SPIN — 1) **Mist**, Beneteau First 38, Robert Hu; 2) **Jet Lag**, Catalina 34, Roger Roe. (5 boats)

LITTLE SPINNY — 1) **Summertime**, International Folkboat, Luther Izmirian; 2) **Ala Kazam**, Olson 25, Ralph Kirberg. (4 boats)

LITTLE NON-SPIN — 1) **Motu**, Tanzer 22, Mike Satterland; 2) **Escape Pod**, Ranger 26, Carroll MacDonald. (4 boats)

FARR 40 SEASON STANDINGS TO DATE:

1) **Crocodile Rock**, 12 points; 2) **Samba Pa Ti**, 13; 3) **Shadow**, 13; 4) **Groovederci**, 16; 5) **Revolution**, 16; 6) **Quintessence**, 25; 7) **Gone Too Farr**, 25; 8) **Peregrine**, 28; 9) **Pegasus**, 33; 10) **Endurance**, 33. (17 boats)

(after 5 of 8 regattas; includes 1 throwout)

J/105 SEASON STANDINGS TO DATE:

1) **Sails Call**, Ian Charles, 61 points; 2) **Good Timin'**, Perkins/Wilson, 70; 3) **Jitterbug**, Chuck Eaton, 99; 4) **Nantucket Sleighride**, Peter Wagner, 106; 5) (tie) **Bella Rosa**, Dave Tambellini, and **Wind Dance**, Littfin/Pugh, 116; 7) **Zuni Bear**, Bennett/Bergmann, 150; 8) **Juxtapose**, Thayer/Watts, 158; 9) **Arbitrage**, Bruce Stone, 176; 10) **Blackhawk**, Dean Dietrich, 182. (43 boats)

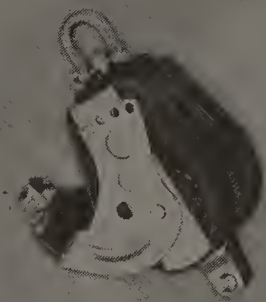
(after 28 races and 7 throwouts)



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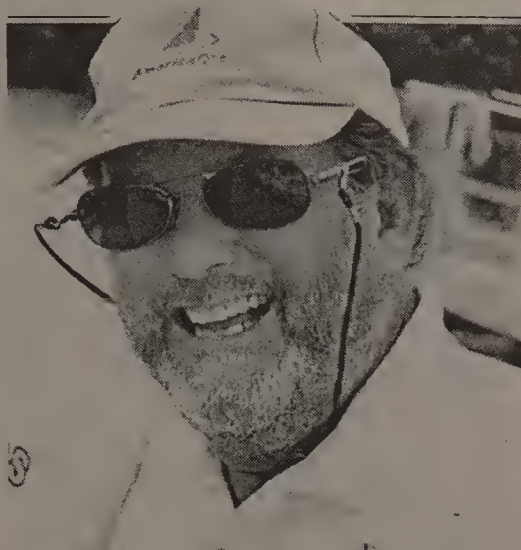
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LATITUDE/ROB

Long Beach sailor Mike Campbell sailed his TP 52 'Victoria 5' to victory in the Quick Boat Series, the first Americap II regatta on the Bay.

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 6 points; 2) **Eclipse**, Mark Dowdy, 8; 3) **Elan**, Bill Reiss, 10. (5 boats; 5 races)

J/105 — 1) **Whisper**, Eden Kim, 7 points. (3 boats; 5 races)

Race Notes

Pray for wind: StFYC's **38th Big Boat Series**, slated for Sept. 13-16, is now coming into focus. According to **Commodore**

Steve Taft, "about 100" boats are expected, a few less than last year's record 112 starters. Putting the 'big' back into the Big Boat Series this year will be six maxis (*Pegasus*, *Pyewacket*, *Chance*, *Vicki*, *Mongoose* and *GI*) competing under the fledgling Americap II system for the first time. Two other Americap II classes are on tap, one for about a dozen 50-footers (*J-Bird III*, *Victoria 5*, *Yassou*, *Pendragon 4*, *Bullseye*, *Swiftsure*, etc.) and one for an equal number of 40 to 45-footers (a bunch of Beneteau 40.7s, *Scorpio*, *Just in Time*, etc.) The one design classes will include Farr 40s (about 15), SC 52s (hopefully 5-6, or they will be lumped in with Americap II), 1D-35s (about 10), Express 37s (10), J/120s (7-8), and J/105s (35). Five classes — the three Americap classes, the Farr 40s and the J/105s — will be battling for expensive **Rolex watches** in addition to the usual pickle dishes. Check www.stfyc.org for the latest entry list, as well as the racing and social schedule. See you there!

Knarry guys: The **2001 International Knarr Championship (IKC) Regatta** is scheduled for September 1-8 at San Francisco YC. Twenty-five skippers — six Danes, six Norwegians, twelve Americans,

SVENDSEN'S SUMMER SPLASH (EYC: 8/18-19):

OPTIMIST (PCCs) — 1) Josh Leighton, 13 points; 2) Alicia Bernhard, 15; 3) Andrew Fox, 27; 4) Erik Glaser, 33; 5) Gregory Dair, 43. (17 boats)

BYTE — 1) Nicholas Ward, 11 points; 2) Patrick Hines, 35; 3) Daniel Roberts, 36. (6 boats)

LASER — 1) Bruce Lindsley, 11 points; 2) Katie Nolan, 22. (4 boats)

SPLASH — 1) Sean Kelly, 12 points; 2) Brittany Widzer, 20. (4 boats)

JY — 1) Megan Hayes, 6 points. (2 boats)

(8-11 races, depending on class)

QUICK BOAT SERIES (SFYC: Aug. 25-26):

AMERICAP — 1) **Victoria 5**, Andrews TP 52, Mike Campbell, 9 points; 2) **Pendragon 4**, Davidson 52, John McLaurin, 14; 3) **J-Bird III**, Andrews TP 52, Dave Janes. (5 boats; 5 races)

FARR 40 — 1) **Wahoo**, Robert Shaw/Morgan Larson, 18 points; 2) **Samba Pa Ti**, John Kilroy/Brian Ledbetter, 24; 3) **Crocodile Rock**, Geremia/Harris/Haines, 32; 4) **Blue Chip**, Walt Logan/Tim Parsons, 35; 5) **Flyer**, Shep Kett/Jack Halterman, 36; 6) **Revolution**, Brack Duker/Ross MacDonald, 37; 7) **Gone Too Farr**, David Carrel/Jeff Thorpe, 37; 8) **Shadow**, Peter Stoneberg/Chris Perkins, 37; 9) **Groovederci**, Deneen Demourkas/Chris Larson, 38; 10) **Non Sequitor**, Tom Thayer & Dick Watts/Will Paxton, 42. (14 boats; 5 races)

PHRF — 1) **Fair Dinkum**, Sydney 38, Carl Nelson, 8 points; 2) **Cha-Ching**, HB-41, Scooter Simmons, 10; 3) **Battant**, Beneteau 40.7, Chris Herron, 11. (6 boats; 3 races)



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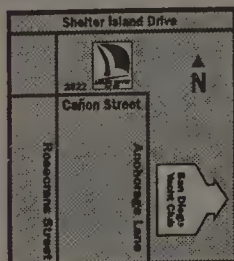
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THE RACING

plus the Danish defending champ, Kim Bruhn-Peterson — have been selected to race in the nine-race, two-throwout round robin series. Representing our local fleet, in order of qualification ranking, are **Knud Wibroe**, Larry Drew, Charlie Griffith, Sean Svendsen, Rick Fisher, Terry Anderlini, Chris Kelly, Tom Reed, Jim Skaar, Steve Wagner, Mark Adams, and George Rygg.

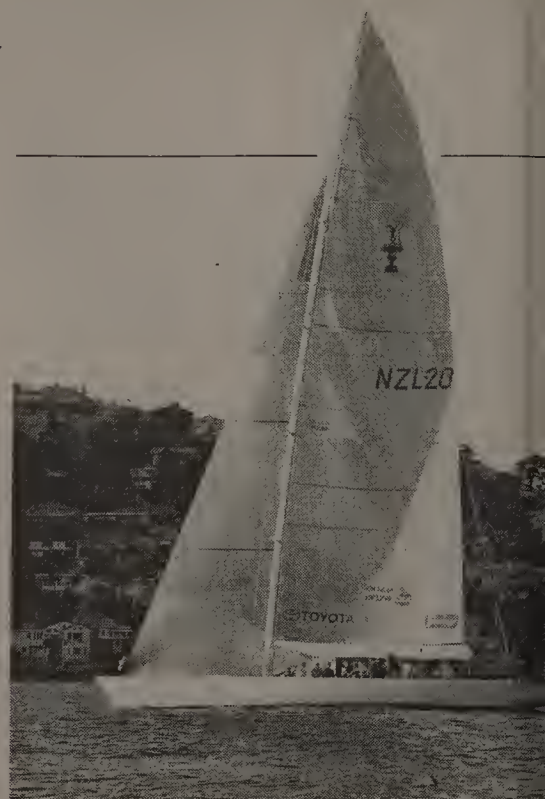
Saleboats of the month: CYC/TYC members **Bill and Chris Canada** have moved up to a Beneteau 40.7, buying Steve Williams' *Blubyu*. The Canadas have renamed the boat *Night Train*, like their previous boats, and have entered the Big Boat Series. Williams will be sailing his other boat, the SC 52 *Natiazak*, in the BBS. . . Atherton sailor **Barry Lewis**, a former dinghy racer, took delivery of J/120 hull #162 last month. The new boat, named *Chance*, debuted in the Second Half Opener. According to Art Ball at Sail California, there are now twelve J/120s on the Bay, and the J/105s now number in the mid-60s!

Eight Santa Cruz YC members have banded together and ordered **Vanguard 15s**, which will hopefully jumpstart that one design class in Santa Cruz. The V-15

continues to be the fastest-growing doublehanded dinghy class in the country, with almost 70 in the Bay Area alone.

. . . Former *Elan* crew Bill and Michelle Bridge, along with busy Alameda yacht designer **Carl Schumacher**, recently bought the Express 37 *Bliss* from Mike Grisham, who has moved to Virginia. They should be a force to reckon with next season. . . Sausalito billboard entrepreneur **John Sweeney** has sold his 11:Metre *Altoids* to MPYC member David Adleman, who will use the boat for PHRF races on Monterey Bay.

Sweeney also put together a unique match race early last month between his two IACC boats. Held in conjunction with the CYC Friday night beer can race, the quick six-mile exhibition race pitted Sweeney, on the red **NZL 14**, against his friend Ben Beer, who sailed the white **Il Moro I** (the first boat designed and built to the IACC rule). Forty of the better sailors on the Bay sailed the two boats, with *Il Moro* prevailing by about a minute. "It was great fun," reported John. "Nothing



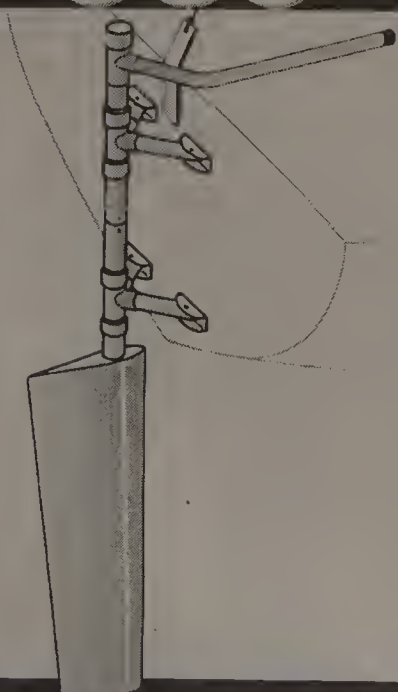
The mini-Jubilee — Friday night match racing between IACC boats, 'Il Moro 1' (left) and 'NZL 14'. Could this be a preview of coming attractions?

broke, no one got killed, and we're looking forward to doing it again — maybe an all-weekend deal in October."

Sweeney is currently in New Zealand readying his third IACC boat — the bow-

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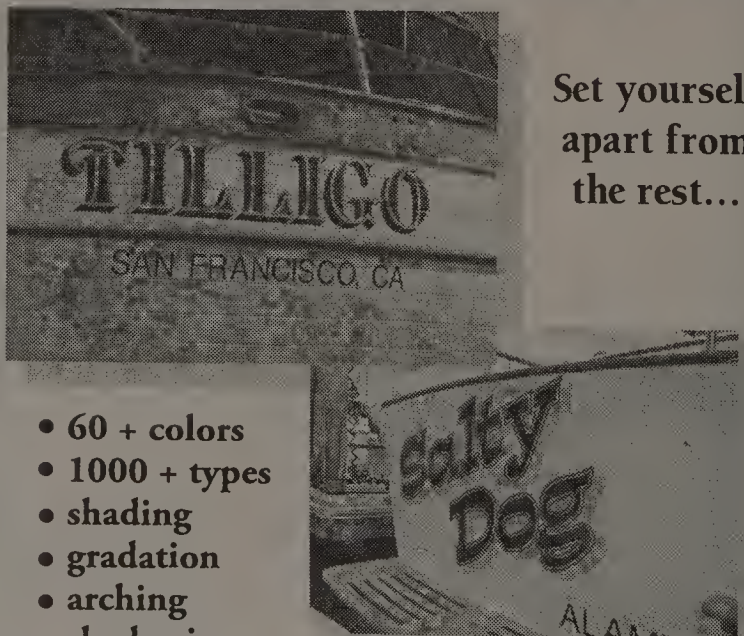
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TOM ZINN

spritted, tandem ruddered **NZL 20** — for shipping to the Bay. By mid-September, it will join Sweeney's fleet on the Fish Dock in Sausalito. "There were 61 IACC boats after the last America's Cup, and this next Cup will probably see another 20 built," claimed John. "Some of them sank or were thrown out, but there are probably still

50 workable IACC boats in the world today. In fact, there are a bunch for sale cheap on the West Coast — wouldn't it be great to get a fleet of them sailing together on the Bay?"

Random race results: PICYA's **Youth/Chispa Regatta**, held at Benicia YC on the windy day of August 11, attracted only four starters — one for each of the four divisions! The big winners were Bryon Jonk (Chispa/Sunfish), Alex Lowry (El Toro 'A'), Brendan Daly (El Toro 'B') and Henry Nieustad/Lauren Linkmyer (FJs). . . . **Zsa Zsa**, Bill Wright's 1D-35, was second (out of nine boats) at Chicago YC's Verve Cup last month.

Eye on San Diego: SDYC member **Myron Lyon** has ordered J/160 hull #30. Lyon is moving up from his Swan 44 *Adriana*, which he raced to P.V. and Hawaii. . . . Meanwhile, San Diego J/Boat dealer Jeff Brown reports, "Five more 105s have been delivered to San Diego owners, bringing the local fleet up to **23 boats!** It's suddenly become a big class down here." Brown must have his hands full,

as he just enticed **Keith Lorence** away from North Sails San Diego to join him at Sail California. "It's a great opportunity," said Keith, "but I look forward to maintaining an association with North, too."

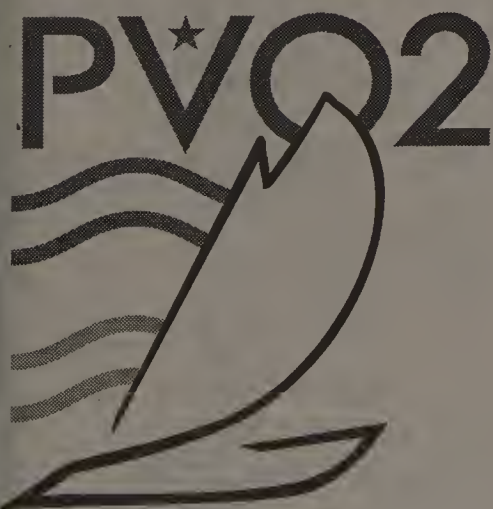
Random notes: The **Farr 40** class, arguably the best big boat racing on the planet, just announced the venues for their next four World Championships. It's quite a line-up: the 2002 event will be November 13-16 at the posh Atlantis Resort, Paradise Island, Nassau; then it's off to Italy (2003); back to the **St. Francis YC** (2004); and Australia (2005). Check out www.farr40.org for more. . . . A British team led by Stuart Hudson captured the US Team Race Championship, aka the **Hinman Trophy**, in early August at Harbour Court, the NYYC's Newport, RI, annex. Fourteen three-boat teams sailed 108 races in Vanguard 15s during the course of the regatta. It was only the second time in the 20-year history of this prestigious team racing event that a non-American team has won.

Meanwhile, a St. Francis YC team travelled over to England last month and won the fifth annual **Cowes Youth Race Week** match racing series. Held in Sonars, the

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THE RACING SHEET

round-robin event consisted of three American teams and 11 British teams, with all sailors under 25 years old. **Skip McCormack**, who earlier this year was honored as the Collegiate Sportsman of the Year, was the winning skipper despite having never seen a Sonar until about 15 minutes before the first race. McCormack beat Patrick Hogan (Newport Harbor YC) in the semis 2-1, and then went on to dispatch Sean Doyle (St. Petersburg YC) 3-2 in an all-U.S. finals. Crewing for McCormack were Chad Freitas (UC Berkeley), Dan Malpas (UC Santa Cruz), and Joey Pasquali (Univ. of Hawaii). "It was an intense five days," said Skip, who will attend the 49er Worlds in Italy next month as crew for Freitas. "Our crew worked beautifully together. They were the key to winning."

Changes in longitude: The Great Pacific Longitude Race, aka the **LongPac**, was just winding down as we went to press. Seven singlehanders and five doublehanders started the 400-mile qualifying race for next summer's Solo TransPac on Wednesday, August 22. Only five boats managed to finish the slow (3.5



RICK TOMLINSON/COURTESY FASTNET RACE

'NewsCorp' was the top Volvo 60 in the 608-mile Fastnet Race. 'Tonnerre de Breskens', a Dutch Lutra 52, was first overall in the 238-boat fleet.

days) race. **Greg Nelson** sailed his Black Soo Starbuck to singlehanded honors, followed by *Audacious*, *Valhanna* and *West-erly*. Don Stoneburner and crew Don Cox were the only doublehanded finishers with their Olson 911-S *Halcyon*. Check www.sfbaysss.org for more.

www.sfbaysss.org for more.

Grand prix notes: Fredrik Lööf, a Swedish Finn sailor who recently turned his attention to Stars, won the **Star Worlds** in the Netherlands. Top U.S. sailors in the 105-boat fleet included Vince Brun (3rd), Mark Reynolds (6th), John MacCausland (9th), George Szabo (19), **Peter Vessella** (21) and Ben Mitchell (23). . . . Brazilian **Robert Scheidt**, probably the best Laser sailor of all time, took an unprecedented fifth Laser Worlds at Cork, Ireland, in a 164-boat fleet . . . Nick Maloney's *Kingfisher*, with Ellen MacArthur in the crew, just won the **EDS Atlantic Challenge** over five other Open 60s. The five-leg, 8,000-mile race crossed the Atlantic twice, beginning and ending in St. Malo, France. See www.edsat-lanticchallenge.com for details.

Gravity storms: Two boats dismasted at SFYC's somewhat windy Quick Boat Series on August 25-26, the Express 37 **Sally Ann** and the Farr ILC 46 **Wasabi**. Meanwhile, *Wahoo* owner **Robert Shaw** celebrated his birthday by winning the 14-boat Farr 40 class. See *Box Scores* for more, or visit www.sfyf.org.

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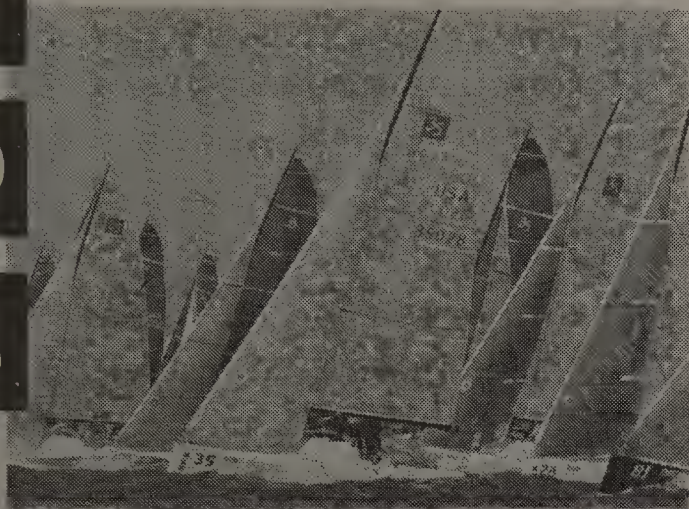
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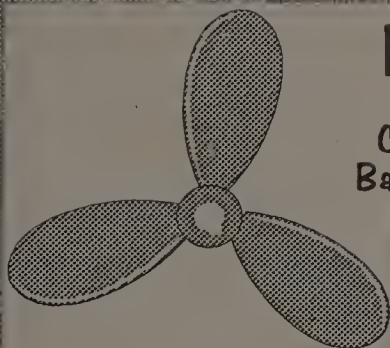


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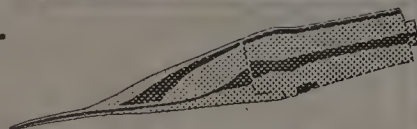


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With reports this month on **British vs. French Caribbean Chartering**, impressions from a **Romantic Charter in Tahiti's Leewards**, and miscellaneous **Charter Notes**.

What's Your Pleasure, the British or French Caribbean?

As the end of summer rolls around, it's time to start thinking about midwinter getaways, and for North American sailors the most popular charter destinations are in the Eastern Caribbean.

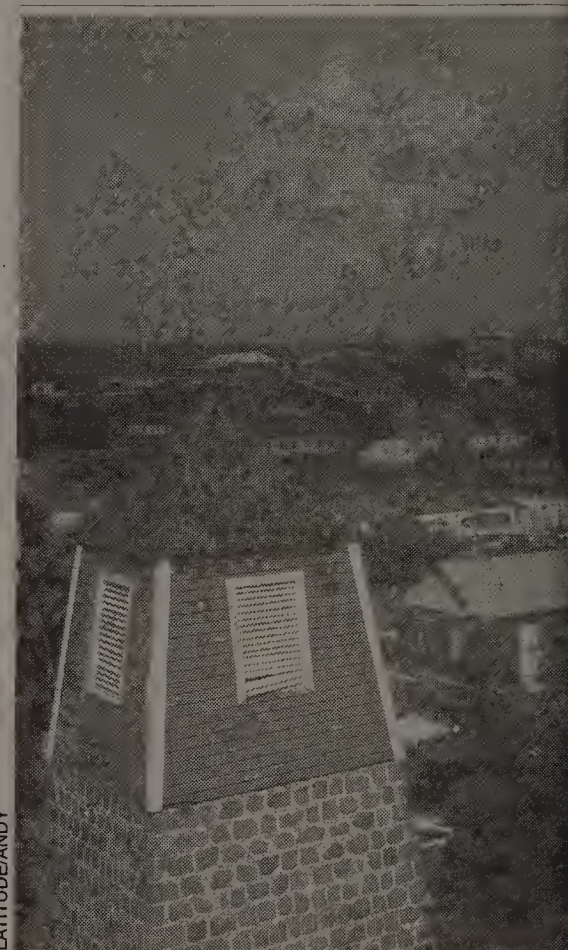
But unless you're a veteran of extensive Caribbean travel, it's hard to know which island, or group of islands, you'll like best. A good way to start the decision-making process is to understand the cultural differences between the French and British — or formerly British — islands. (Since both Dutch St. Maarten and the U.S. territory of Puerto Rico, "gateway to the Spanish Virgin Islands," are extremely Americanized, we'll discuss them at another time.)

Bear in mind that the potential pros and cons regarding any given island are purely subjective based on your personal point of view and your vision of the perfect vacation venue. Heaven for some folks, for example, is a funky, thatch-roofed beach bar where you need neither a shirt nor shoes, while others would feel unfulfilled without fine restaurants and sophisticated shopping districts. The Caribbean has it all. It's just a matter of

own unique dialect, it is close enough to the Queen's English that it's easily understood. If you find yourself outside of the main tourist centers in the French islands, however, you'll be grateful if you can still summon up a few phrases from your high school French classes. Without at least a bumbling knowledge of the language, you may have to resort to drawing pictures or pointing to the things you want to buy or eat. (Contrary to some folks' belief, talking slower and louder in English *does not* cut it.)

That being said, you can get by in the French islands with a minimal French vocabulary. We have to admit that our French is abominable, but we still always have a wonderful time. What we miss, however, is being able to have meaningful conversations with the local folks we meet, which, to our way of thinking, adds enormously to the overall vacation experience.

The language issue has a pronounced effect on the volume of North American travelers that visit different islands. Since communicating in the British Islands is easy, thousands of Americans and Canadians vacation there each year. Conversely, you'll run into relatively few



LATITUDE/ANDY

accepted credit cards and ATM check cards, currency hassles have been minimized throughout the Eastern Caribbean. You can get cash in local currency from ATMs in all but the smallest islands. French islands use bonafide French Francs, while E.C. (East Caribbean) dollars are used in all the British islands except the British Virgins, where the almighty U.S. dollar is king.

Moving beyond language and financial concerns, there are other significant cultural differences that should weigh much more heavily in your decision-making process. To understand the makeup of the Eastern Caribbean's patchwork of islands today, it's important to understand the way they evolved from the colonial era to modern times. During the 1700s, virtually every island of the Lesser Antilles chain became a colony of a European power. But in the 150 years since slavery was abolished, leading to the demise of the plantation era, the French islands attained a very different status from their British neighbors.

Today, the French islands are each Departments of France (like our states), and their residents have full governmental representation: voting rights, passport privileges, the whole nine yards. Flying from Guadeloupe to Paris, you'll be on a 'domestic' flight. The British islands, by contrast, while still affiliated with mother England, are, with a few



COURTESY CHRIS DOYLE PUBLISHING/CRUISING

You won't find much nightlife in the (formerly British) Grenadines, but there's no shortage of unspoiled natural beauty.

knowing where to find it.

The most fundamental difference between the French and British islands, of course, is the language. Even though British West Indians often speak in their

North Americans in the French islands — that can be a plus or a minus depending on your point of view. Personally, we love going places where Americans are a rarity.

With the advent of universally-ac-



There are dozens of reasons why you might want to visit a French island like St. Barts, among them, an abundance of fine cuisine.

notable exceptions, independent nations. (The British Virgin Islands is still a Crown Colony, although it is essentially self-governed.)

As a result, basic infrastructure is much more modern throughout the French islands, and products of all types — from food items to clothing — are more readily available. For charterers who love to shop for trendy fashions or eat European specialties, this is a major plus. In fairness, though, the more touristic British islands like Antigua and the BVI now also have extensive provisioning facilities, but food items, as well as clothing, are more likely to come from the U.S. than from Europe.

The area where the British islands really have a tough time competing is with dining. When on formerly British soil, it's fun to try age-old Caribbean dishes like 'fish and fungi', goat stew and callalou which have been handed down from the plantation era. But beyond that we have to say that food in the British islands, while it may be tasty, is usually not terribly inventive. No wonder. Let's be honest, food in jolly old England is some of the most boring on the European continent.

French food, by contrast. . . ooow-la-la! Here we're talking 'cuisine', not just something to fill your stomach. From

freshly-baked croissants to gourmet dinner entrees, the culinary delights of the French islands are reason enough to vacation there — although you almost certainly will not shed any pounds!

It's beginning to sound like we're biased toward the French isles, and we're really not — in fact, we like both areas for different reasons. When it comes to music, for example, the British West Indian culture reigns supreme. To our way of thinking there's no finer music to shuffle your feet to than homegrown calypso and reggae — whether played electrically or by a steel drum orchestra, it is absolutely infectious.

Another factor which distinguishes the two cultures is their outreach to Americans in terms of marketing and U.S. representation. While American firms (and firms with U.S. representation) have bases in the French islands, many French charter companies and resorts do virtually no U.S. marketing, so most Americans have no idea they

exist and have trouble getting info when they seek it. The opposite is true regarding the British islands and the results are impressive. For example, the BVI markets heavily to the U.S., and draws an enormous number of American sailors as a result. Tourism gurus will tell you that if a travel business doesn't have U.S. offices, they'll get few bookings from American clients.

Yachting infrastructure, however, is extensive in the bigger French islands. In Guadeloupe, Martinique and St. Martin there are huge marinas chock full of late-model French boats — as you might imagine, catamarans are everywhere. Depending on which British island you're talking about, facilities range from minimal to abundant. You won't find many spare parts in the outer islands of the Grenadines, for example, but you'd be justified in visiting Antigua simply to be in the company of some of the world's finest yachts, as the Falmouth and English Harbours comprise an absolute mecca for them.

A final consideration has nothing whatsoever to do with nationality, but with geography. When comparing cruising areas, you have only to study a detailed chart to understand why some islands see many more yachtsmen than others. Some have been blessed with dozens of well-protected anchorages while others have few; some have lofty



The historical legacy of Antigua's Falmouth and English Harbours accentuates its importance as a world-renowned yachting mecca.

mountains covered by rain forests, while others are low, dry and scrub-covered.

Ultimately, the choices are yours. Given enough time and money, we'd recommend sailing in the waters of every

Eastern Caribbean island, as each has its own unique charms. Ummm, now wouldn't that be nice!

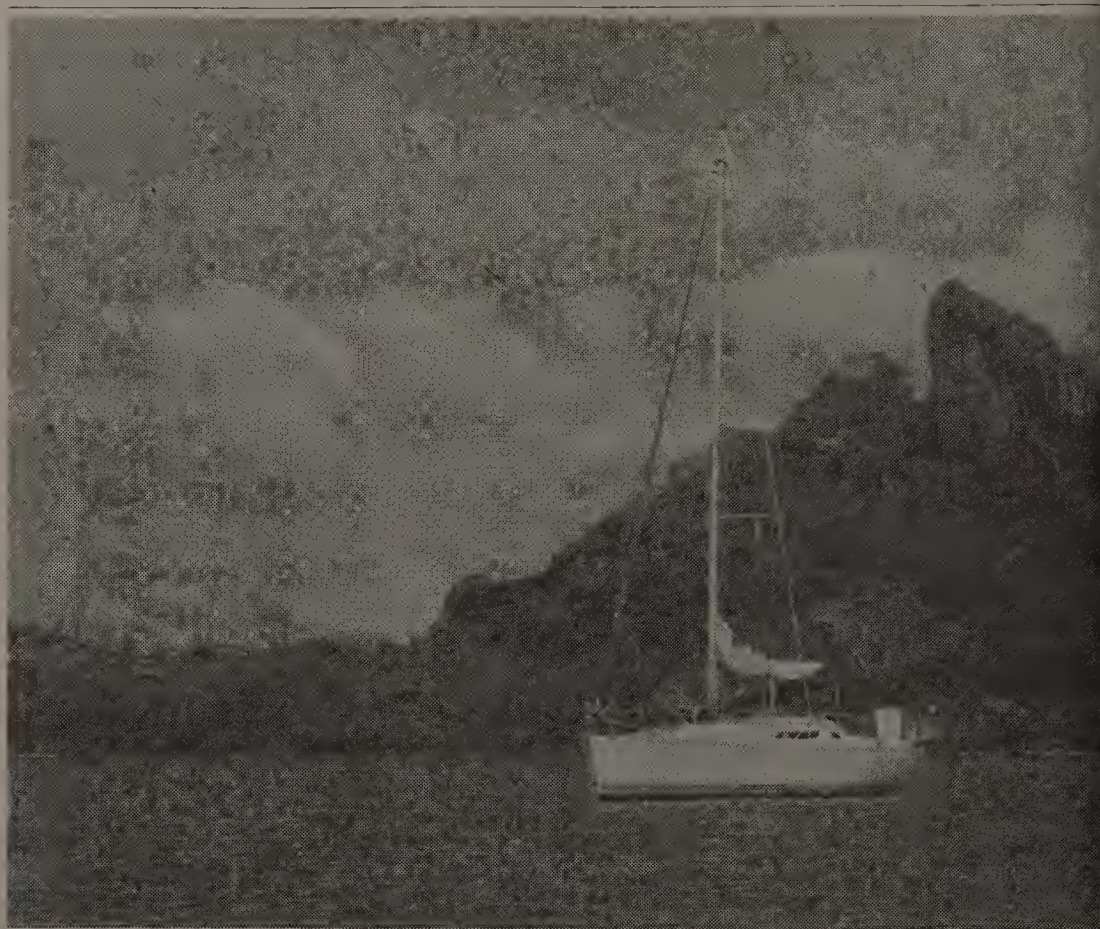
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Warm Memories of Tahiti's Iles Sous Le Vent

"This reminds me a little of sailing down the Oakland Estuary," I said, immediately wishing I hadn't. The anguished look on my wife Diane's face confirmed my regret. Without speaking she conveyed the question: "Are you completely insane?!"

We were gliding along at 5.5 knots over water so smooth it felt like we were attached to a rail. It was that smooth water, together with a warm, favorable wind, that reminded me of the Oakland Estuary, but that's where the similarity ended. We were the only sailboat in sight, surrounded by dazzling shades of blue and green water, with the lush mountains of Raiatea just ahead. A small freighter charged silently along a mile or two to leeward, and a couple of outrigger canoes were putting off from the shore nearby. I popped open a Hinano beer and just grinned.

As there was just the two of us, we'd chartered a nice little Jeanneau 31, the smallest boat The Moorings offers at their Tahitian base, located on Raiatea. It proved to be ideal for our purposes. We were on the third day of a two-week charter; far enough into the trip to have gained some familiarity with the boat and to have become fairly comfortable with the unique navigational requirements of the area — the local navigational protocol is *not* "red right returning" — but early enough to still be absolutely enchanted



Jagged and primeval, the peaks of Bora Bora tower over a placid lagoon, the whole of which is encircled by a massive fringing reef.

In a couple of days we would leave the protected lagoon that surrounds these islands and make the 18-mile open-water crossing to Huahine. Eventually, we'd also cross to Bora Bora, the most famous destination in Tahiti's Leeward islands, which are officially called Les Iles Sous Le Vent.

But for now we were still inside the sheltering reef and were still getting used to the serenity. We'd chartered in the Caribbean a few times, but this was our first trip to the South Pacific, and our first experience with islands enclosed by

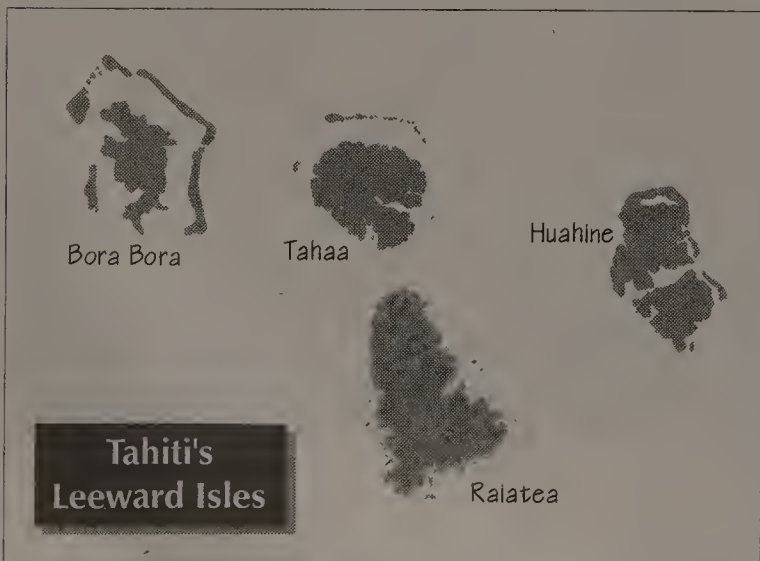
reefs and surrounded by broad, deep, placid lagoons. The reefs are always visible in the distance, a bright white line where the big Pacific swells throw themselves against the shallow coral and, especially at night, you can hear the surf, like a distant freeway, constant and relentless. But inside the lagoon there's no hint of the surging Pacific waves. Inside, it's as smooth and calm as a pond.

We had decided on Tahiti as our next charter destination because we knew it would be completely different from anywhere we'd been before. We were delighted with what we found there.

In addition to interesting, varied, and sometimes challenging sailing conditions, and clear, warm water for swimming and snorkeling, we found warm friendly people who made us feel genuinely welcome. It's clear that honesty, friendliness, and modesty are among the key values with which local people are raised, but I also think a major reason for their friendly, *laissez faire* attitude toward visitors is that they're not overwhelmed by our numbers and they don't particularly need us. Charterers just aren't a major part of the economy.

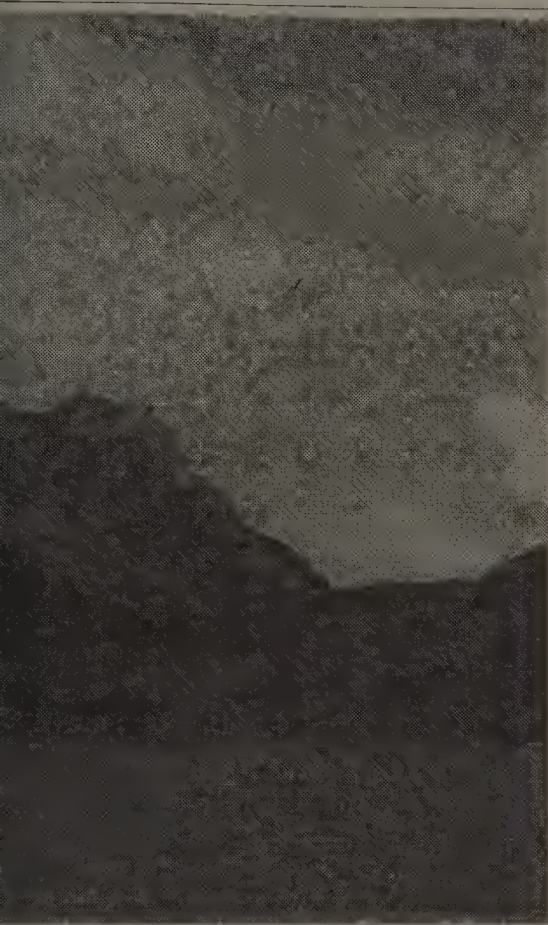
On a jeep tour of the rural island of Huahine, Helene, our wonderful guide, said, "There is no poverty here." I was skeptical, of course, but by the end of the tour I understood what she meant. Most of the local people live by traditional means, farming and fishing. Their social life centers on school and church. Everyone has something to do, everyone has the basic necessities, and there's just not much need for cash.

What really convinced me about the lack of poverty — in addition to the fact that we never saw idle groups of people just hanging out, and we were never approached for a handout — was what Helene told us about the plight of the hotel restaurants. Their guests want lob-



by everything in sight.

We had circled the small island of Tahaa to the north, and were working our way down the east coast of Raiatea.



ster, but lobster is hard to get. The hotels are willing to pay a high price, but the locals aren't interested enough in the money to enter into any arrangement that would obligate them to go out and get lobsters on a regular basis. If they happen to need a little cash, they'll go and catch a few lobsters, and the hotels will happily buy them. But the hotels have to be satisfied with that arrangement, and can only offer lobsters on an "as available" basis.

Huahine is the most rural of the Leewards. At the other extreme is the famous Bora Bora, where some of the hotels charge \$600 to \$800 per night, not including meals. This is where you can take a jetski tour around the island, go parasailing, or hop a helicopter for an up-close view of Mt. Otemanu. A bag of ice is said to cost \$8, and a can of Coke \$5.

We saved Bora Bora for last, and I admit to having some strong misgivings as we drew closer to Passe Teavanui, the only entrance through the island's encircling reef. But Bora Bora is absolutely stunning. The lagoon is wide and shal-

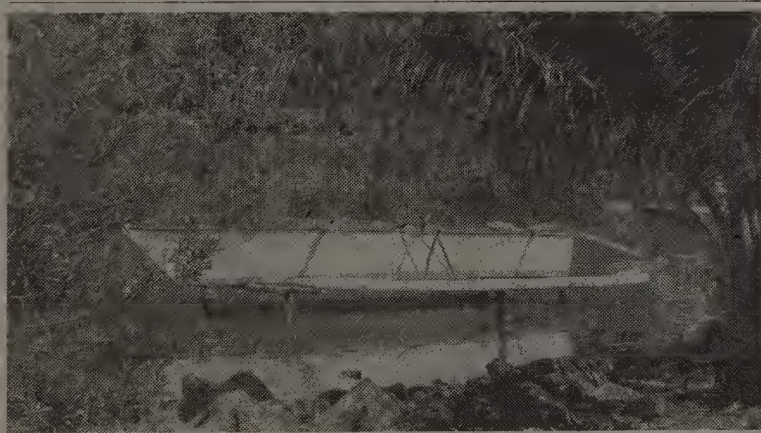
low, much of it is about 10 feet deep. Soft white sand covers the bottom, and when the sunlight hits the water, the result is the most beautiful shade of turquoise you've ever seen. The dramatic, green, blocky peak of Mt. Otemanu leaps up out of the center of the lagoon, and the deep blue South Pacific roars steadily against the surrounding reef.

I'd expected Bora Bora to be like Disney World, but it was actually very quiet by any standard. A fleet of jetskis passed by twice a day, a single parasailor hung in the air at the south end of the lagoon, and a single helicopter could be seen once or twice hovering in the distance near the mountain top. We never felt crowded there, though.

For a wonderfully exotic destination, Tahiti's Leewards are an experience you won't soon forget. I went so far as to get an ear pierced, and now wear a small Tahitian black pearl as a remembrance of our visit.

If you do decide to plan a trip, the following are a few random tips that might be useful:

- Get used to the idea of anchoring in deep water — 20 to 30 meters was pretty common. Your boat will have a windlass, but be sure to ask if it's electric. If not, bring along some light gloves.



Above: Local boats are stored high and dry. Right: Diane at the helm, while skirting Huahine's west side.

- Bring thongs (the kind you wear on your feet). We wore Tevas, which were fine, but we missed the convenience of being able to slip them on or off with our hands free. Bone up on your high school French. Most people speak French or Polynesian, but many do not speak English.

- Plan to see a performance of traditional Polynesian dance. We enjoyed the one at the Hibiscus Restaurant on Tahaa and the one at the Relais Mahana hotel at Baie d'Avea on Huahine. The food at the Hibiscus was unbelievably good, and the best part of both performances was seeing how much fun the dancers were having.

- Tips are neither required nor expected here. In fact, people are apt to be mildly offended if you offer one. It was interesting to me to realize how much simpler things are when you don't have to constantly wonder, "Should I tip this person? How much would be appropriate?" Now I wish tipping could be banned everywhere!

- Visit the Lagoonarium on Bora Bora, but don't bother with the (expensive!) all-day tour. The Lagoonarium has been described as "pay-per-view snorkeling," a funny concept, but you'll see some things like sea turtles and sharks that you might not see otherwise.

- Definitely take a jeep tour of Huahine! You could rent a car for about the same price, but you wouldn't know what you were looking at. That tour was the highlight of our trip!

- Take three weeks if you can. We visited all four islands in a two-week trip, but an extra week would have given us time to linger.

— bill white
florida (formerly of pittsburg, ca)

Charter Notes

The big news in the bareboat charter industry this month — and we do mean *big* — is that the Great Britain-based firm **Sunsail** has absorbed the operations of



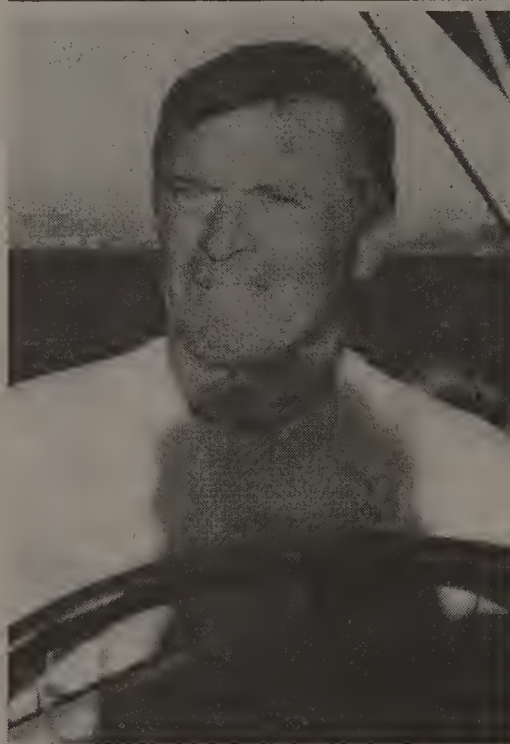
Stardust Yacht Charters, which formerly drew the largest European market share and has bases all over the world. This makes Sunsail the largest bareboat operator on the planet, with

WORLD OF CHARTERING

1200 boats offered from 39 bases in 23 countries. The unification comes as no surprise to industry-watchers, because both companies have been owned by the same parent company, **First Choice PLC**, since February of last year, although until now, they were operated independently. (First Choice also previously absorbed **Sun Yacht Charters** into the mix.)

According to a Sunsail spokesman, the net effect for American sailors is that all bases will be owned and operated by Sunsail (not third party subcontractors) and will strive to offer the same standards of service, as each facility will be manned by Sunsail-trained staff.

Stardust's sailing venues have always been available to Americans. But with high-profile marketing efforts coming out of Sunsail's U.S. offices, more North Americans are now likely to visit former Stardust bases in places like **Corsica, Tahiti and perhaps even Cuba**. (Sunsail's U.S. offices won't allow Americans to book Cuban charters, but legally,



LATITUDE ARCHIVES

Taking a break from the local charter scene, Tony Clarke of 'Second Life' is heading to Cabo, then on to the Caribbean.

Americans can go there, providing they don't spend any money — that is, "trade with the enemy." But, hey, if a Canadian friend books it, well. . .)

Here on the Bay, it seems that we're losing one of our long-established charter skippers and his yacht to wanderlust! At this writing, well-liked Captain **Tony Clarke** has just sailed his modified **Ocean 71 Second Life** out the Golden Gate, headed for points south. He'll join in the Baja Ha-Ha rally to Cabo, then will make his way **to Panama and into the Caribbean**. Although his itinerary is not yet etched in stone, we understand there will definitely be **berths available for passage-making and island-hopping** in the coming months.

Tony is a prince of a guy, a real sailor's sailor, who's true passion is open-water voyaging rather than hosting daily milk runs around the Bay. With over 100,000 ocean miles under his belt — that's not a typo! — he's a pleasure to sail with and to learn from.

Check out *Second Life's* website (www.sfbaysailing.com) in the coming weeks for itinerary details or send Tony a short email via SailMail to WUW7931@sailmail.com.



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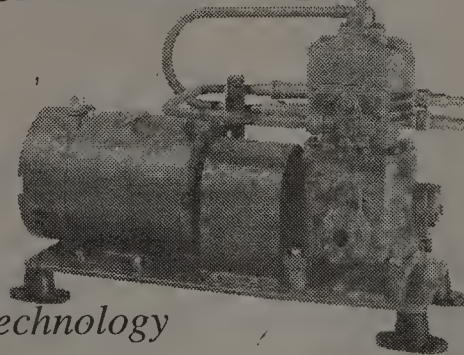
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With reports this month from **Sanderling** on emergency medical care in Panama; **Klondike** on the Over The Top Rally in Australia; **Chewbacca** on summer cruising in the Sea of Cortez; **Aeventyr** on a typically slow passage to the Galapagos; **Loafer** on a season with kids in New Zealand; **Witch of Endor** and **Miss Saigon** on cruising from San Diego to El Salvador; **Icarus** on cruising summers in the Med; and **Cruise Notes**.

Sanderling — Cabo Rico 38 John Anderton Local Aid In Panama (Alameda)

My crew and I left Grand Marina in Alameda last October 9th, and cruised down the coast of Baja about a week after the Ha-Ha 2000 fleet. Cruising is about choices. Having grown up in hot, dry, and brown southern Idaho, I chose to skip the Sea of Cortez after a visit to La Paz, and head south where the anchorages are green and tropical. Ever since Mazatlan I've been cruising solo. Sometimes I stay in places for just a day, sometimes I stay for a month.

A question that lingers in the minds of most cruisers is what would happen if they had a serious medical emergency in a remote area of a Third World country. Well, I had one in a remote section of northwest Panama. A lot of Americans don't seem to have a very high opinion of Panama. But I had to put all my trust in the local population, and they couldn't have treated me better.

While anchored on the north side of Isla Paridita — which is one of a group of islands on the northwest side of Panama — I had some bleeding in my bladder. It clotted, shutting down all operations. Thank goodness there were some cruisers nearby to lend initial assistance. I had been buddyboating since Puerto Vallarta with Charles Grassia of *Sayula*, another

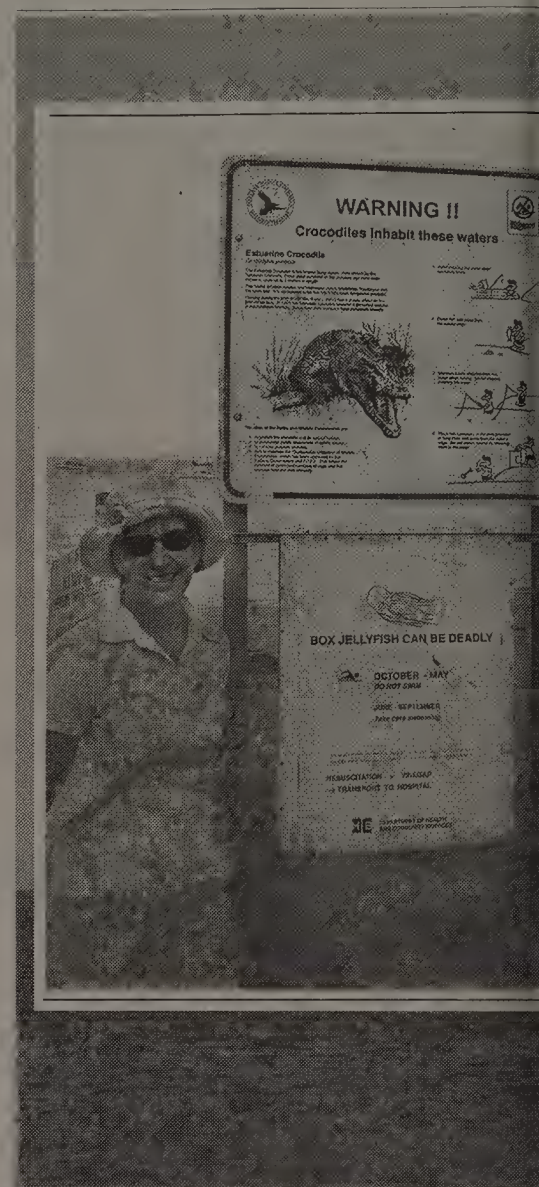
Boca Chica is a beautiful area of Panama, but it doesn't have a good medical facility. For that, you have to go to David.

singlehander. He accompanied me to a regional hospital in the city of David (pronounced 'Du-vi'). It wasn't an easy trip, as it required a three-hour night time panga ride to the fishing village of Boca Chica; a 12-mile truck ride down a narrow dirt road to the Pan American Highway; then another hour drive to the hospital. I was in a great deal of pain the entire time.

The hospital experience was a bigger ordeal than it would have been had I been fluent in Spanish. But the doctors had all been trained in the U.S., and the staff of the 300-bed regional facility were excellent. I'll spare everyone the details, but the total cost for my six days in the hospital — including IVs, 12 x-rays, an exploratory look around my insides with a camera, the surgery under anesthesia, and all medications — came to just \$390 U.S.! Furthermore, an emergency room nurse gave me a ride to the local Costco so I could use the ATM machine to get some money to pay the bill.

It took me two days to arrange for transportation back to my boat — which proved to be another adventure. I used the two days to formally check in to Panama, and stayed in a very nice and clean hotel for \$16.50 a night. On the second day, the manager from Pedregal Marina drove me to the main bus terminal, and gave instructions on where I needed to go to a local vendor. After three hours, the vendor put me on the correct bus — and passed on further directions for me to the bus driver. After a 20-mile ride on the Pan American Highway, the bus driver flagged down a taxi, which drove me 12 miles down the single lane dirt road back to the fishing village at Boca Chica. Thanks to the help of the taxi driver, I was able to get the attention of an English-speaking young man, to ask how I might get back to the island and my boat.

The young man took me to the frontyard of a house where a dozen men were doing a number on four cases of beer. It was decided that some of them would take me back to my boat — after they finished the cases of beer. So there I sat, with \$500 in my pocket, waiting with a group of Spanish-speaking strangers — all of whom had machetes — to finish their cases of beer. None of my friends or fam-



ily knew where I was. Everything worked out fine, however, as my medical ordeal had become common knowledge in the community. As for the machetes, they were for snakes. I now have my own machete. Finally, they weren't really waiting to finish their beer to take me back to my boat, but waiting for the tide to change. *No problema, mon.*

I returned to Isla Paridita to find that my boat was the only one left in the anchorage. All the other boats had moved on four days before. Nonetheless, my inflatable was still on the foredeck, my outboard was still on the stern rail, and nothing had been touched. I spent most of the next two weeks sitting on the boat regaining my health. During that time I did some visiting with the locals and a young expat couple on a nearby island. Twice I dined with them in a setting of bamboo huts and dirt floors — the whole rural Third World scene. Several other times the locals stopped by for a visit in the cockpit of my boat. With the help of a Spanish dictionary, we exchanged the stories of



TOM ZYDLER / PANAMA CRUISING GUIDE



BOTH PHOTOS BY KLONDIKE

Spread; Buddy and Ruth Ellison's 'Annapurna' races across the top of Oz. Inset; Katie stands with the warning about crocs and box jellyfish.

our lives. I was happy to be able to stay in touch with my cruising friends through the morning radio nets, and they were happy to hear that things had worked out well for me in the hospital.

I returned to the hospital for a check-up, once again riding to the town of Pedregal in a *panga* — but this time it was a delightful, pain free trip. After a good check-up at the hospital, I joined *Poets Place* and *Germania 2* to continue exploring this interesting region of Panama for another two weeks. I finally left these two boats behind at Bahia Honda, and sailed solo over to the Las Perlas Archipelago, which is to the northwest of the Panama Canal.

First, I sailed to Ensenada Naranjo, tacking back and forth through a foul current to arrive early the following morning for an eight-hour rest stop before crossing a very busy shipping lane. The trip turned into an additional two-nighter,

as I worked against a 2.5-knot current and a wind that blew out of my intended waypoint. I also did a 180 degree course change to let a large rain squall — complete with a waterspout — pass in front of me. I then spent a week of daysailing from island to island up to Balboa. I'm currently at the funky little Pedro Miguel Boat Club on Miraflores Lake inside the Panama Canal. I'll be leaving my boat while I return to the Bay Area and then travel to Portland for my daughter's wedding. The adventure continues!

—john 8/15/01

John — It's true that many Americans are paranoid of Panama and Panamanians. But as cruiser after cruiser has reported to Changes, Panamanians are wonderful, and almost all of Panama is safe.

**Klondike — Beneteau First 456
Don & Katie Radcliffe
2001 Gove to Darwin Rally
(Santa Cruz)**

There was already one report in *Changes* about this year's Gove to Darwin 'Over The Top' Rally, but we'd like to

add some details. Thirty-two boats set out on June 24 from the remote bauxite mining town of Gove, Australia, for a 420-mile, 12-day cruising rally to Darwin. This was the 10th running of the 'Over The Top' sponsored by the little Gove YC. The 11 entrants from Australia were outnumbered by 15 boats from the U.S. The rest of the fleet was from Canada, England, Germany and New Zealand. Many of the participants would normally crash jibe to avoid a rally, but the 'Over The Top' is atypical in that the entrants don't band together for security. After all, each of us foreigners had at least one Pacific crossing under our belts.

At just \$380 Australian, the event was yet another Oz bargain. After all, the 'Pacific Peso' was down to 51 cents U.S., and the fee included meals at the briefing night, a welcome BBQ, a farewell dinner, a champagne send-off breakfast, and the final dinner in Darwin. The yacht club also provided a 20-page manual for the rally, with daily courses, tide tables and anchorage recommendations. They also obtained the entry permits, which among other things, allowed us ashore on some aboriginal lands.

All entrants were required to attend a briefing six nights before the start, but thanks to all of the activities — endless rounds of barbecues, mine tours, golf, and other outings organized by Warwick 'Gillie' Gill and Helen 'Loves Champagne' Cook — the time flew. The yacht club facilities and hospitality are far bigger than might be expected in a town of just 4,000. The official tour guide for the event was 'Monkey Bill' Stewart, who was loveably rough around the edges, having cruised the local waters and pubs for over 30 years. His emphasis was on foraging, and he gave fishing and squidding demonstrations,

The Over-The-Top fleet at South Golburn Island, discussing whether and when the high tide will engulf their BBQ.



KLONDIKE

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then led expeditions to harvest oysters, crabs and lobsters. Because of him almost everyone who dragged a line during the rally caught wahoo or tuna. Fish was so plentiful that it was banned at Fourth of July BBQ!

Boats ranged in size from *Capers*, a Deerfoot 56, and *Penrod II*, a 56-foot cat, down to *Jamala*, a beautiful 29-foot Bristol Pilot Cutter. There was even one motorboat, a 45-foot trawler called *Wanderer*. *Total Devotion*, a Beneteau 50 from San Francisco, was by far the fastest boat in the fleet, in part because *Capers* had furling problems and wasn't able to use their big headsail. Not far behind was *Cinabar*, a hard-driven Valiant 40.

The rally set off under Strong Wind Warnings for 20 to 30 knots. Since the tragic Sydney to Hobart Race in '98, every Australian weather forecast is prefaced with the caveat that "winds refer to a 10 minute average, and gusts can be 40% higher". Our actual winds generally ranged from 10 to 25 knots from the beam or behind in partially protected waters — making for superb sailing conditions.

The first day's run was a noon start and an easy 23-mile run down to Elizabeth Bay. The second day saw the fleet transiting the Hole in the Wall, a 50-yard wide and half mile long channel between two islands. That may not sound too bad, but the tidal currents flow at up to nine knots! Needless to say, that day's schedule was centered around entering the channel at as close to slack water as possible. This was accomplished, although with a bit of stress, as the boats that had been spread out and traveling at up to 8 knots had to slow down and get into single file in the washing machine-like conditions just outside the cut. It was the nautical equivalent of three freeway lanes merging down to just one. The need to be there at slack water required a fairly early start, so we reached our destination by 2 pm. Many of the crews spent the rest of the day hiking ashore and gathering oysters.

The next day we had a 42-mile passage over poorly-charted waters to Refuge Bay on Elcho Island. Winds ranged from 15 knots in the morning, to less than 10 knots early in the afternoon, and finished up with 20 knots after we'd shook out all our reefs. The tide was against us most of the way, reaching up to 3.5 knots around Stevens Island. We spent two nights at Elcho Island, and Monkey Bill led a successful crabbing expedition in the morning. The afternoon brought heavy showers, but the rain let up a for a fish and crab BBQ on the beach with the aborigines. The local women showed us



how to make damper from flour and baking soda. They put the dough in the sand by the fire, and covered it with hot sand and coals. After scraping off the sand and charcoal on the outside, at least 95% of what was left was quite tasty.

The fourth day would bring our first overnight passage, 156 miles to South Golburn Island, so the smaller and slower boats left before dawn. We stayed until about 10 am to avoid a nighttime arrival, but the winds were light and we didn't arrive until almost 24 hours later. The fleet proved the old adage that a cruising boat is never racing until she's being passed, as about half the boats flew spinnakers. *Klondike*, our Beneteau 45, was the last boat to leave but the second to arrive. We can also report that cruisers don't like being passed. The crew of only one boat waved as we went by.

The fleet spent two days at South Golburn Island, and it was only a three mile walk to the settlement for ice cream and other delights. The local airport was on the way to town, and for \$10 U.S. you could get a 15-minute barnstorming flight, and for \$60 you could get a 90-minute flight over Kakadu National Park.

Over-The-Top scene: The aborigines hadn't seen a yacht since the last OTT; an entry in turbo mode; and young Kate of 'Voyager'.

One night we went to a local celebration that coincided with our visit. We were expecting didgeridoos and native dancing, but we got an aboriginal rock band — whose best sounds were feedback from the microphone.

The next two days were spent in 50-mile hops toward Port Essington, the noted site of an 1839 Australian settlement that failed after a few years. The winds gradually lightened as the high pressure system moved east, causing most of the fleet to motorsail the second day. However, we picked up to 15-20 knots from the south as we entered the port, causing a normally flat anchorage to suffer from a 2-3 foot chop. We don't know about the rest of you, but when the tide swings the flat stern of our boat into any waves, it sounds and feels as though depth-charges are being set off under our bunk. We retreated to the mid-cabin.

The first night at Port Essington was the site of the 'P' party, where everyone had to wear the costume of a 'P' person. As such, the beach was full of 'pirates' —



PHOTOS COURTESY KLONDIKE



and there was even a 'publican' who sold cold beer. But plastic was the order of the night, as it rained off and on. The next day six boats loaded up with passengers for a daytrip to Port Victoria, where we went for a walk through the ruins of the old settlement.

The crew of one of the boats got a first-hand look at crocodiles in the wild at Port Victoria. Ever since Australia outlawed crocodile hunting about 20 years ago, the crocs have been growing larger and more plentiful — and are now hunting people. One group in a dinghy saw a crocodile on the beach, and moved in for a closer look. As they did, another croc — estimated to be 18 feet long — lumbered out of the mangroves in their direction and slid into the water. He wasn't as big as the stuffed 'Sweetie' in the museum in Darwin, but he was big enough for the dinghy crew to beat a hasty retreat.

Our final passage was another perfect sail of about 136 miles, starting with a run in 20 knots of wind. The middle part was a beam reach in 10 to 15 knots, and we finished in less than 10 knots. The sunny day turned into a beautiful night, as there was a full moon — then a partial

eclipse. The big challenge was hitting the tides right, as the fleet entered the Van Diemen Gulf through Dundas Strait in the north, and exited through Clarence Strait in the west. While the tidal range in Port Essington was only 6 or 7 feet, the full moon produced a high tide of over 22 feet in Darwin when we arrived. Most boats hit Clarence Strait during the ebb, and were treated to 4.5 knots of favorable tide. Later we got a four knot push toward Darwin.

Over half the fleet took advantage of the offer of free slips at the new Bayview Marina, which is well up Sedgroves Creek. Because of the extreme tides, all the marinas in Darwin have to use locks — and even the locks are only approachable during the higher half of the tide. All of the boats that enter the locks have to get a zebra-stripe mussel clearance from the Fisheries folks. In order to get clearance, all boats that had been hauled and painted in Australia had to have their thru hull systems treated chemically. Boats that had not been hauled in Australia were hauled at the government's expense. This is a trial program and we can only hope that it doesn't catch on elsewhere, as the obvious next step will be to require the users pay for the treatment. Needless to say, no mussels were found.

After one last party, the rally fleet at Bayview Marina received an invitation to try Dragon Boat racing. With only one practice session that ended in a capsized boat, we got it together and won both races we entered, proving again that cruisers are healthier, tougher, and have more fun than landlubbers. Summing up our rally experience, the big downside was being stuck to a schedule, which required us to be in Gove on a certain date. The biggest reward was the new friends we made. The event is also a great place to get photos of your boat with her sails up, as everyone was busy swapping photos in Darwin.

— don &
katie 7/15/01

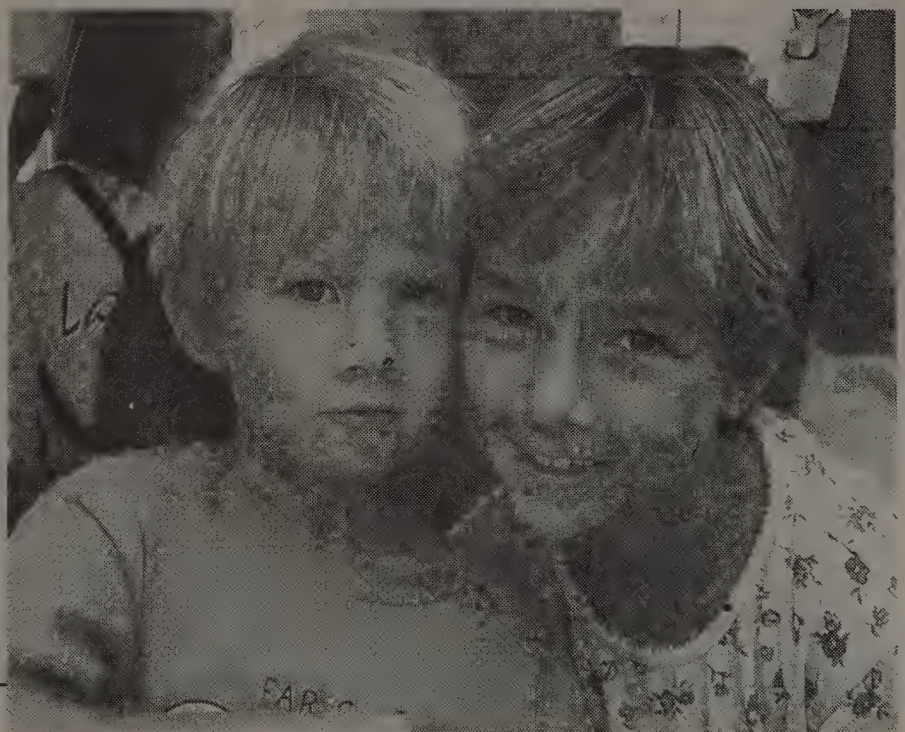
Chewbacca — Crowther 33 Cat The Winship Family Summer In The Sea of Cortez (Clayton)

Warmest regards from the Winship family — Bruce and April, and youngsters Kendall and Quincy — aboard our 33-foot Crowther-designed cat. We're having a wonderful time here in the Sea of Cortez, enjoying the spectacular scenery and pristine waters. We start every day by hunting for food; then we move on to playing, snorkeling, reading, lounging; and we finally close the day by gazing and aahing at the sunsets that the Sea of Cortez is so famous for. The water is warm and clear, and the air is very hot — but so far has been tolerable. We have tweaked our sun shades to cover most of *Chewbacca*. For those times when it really gets too hot, Bruce has slung a hammock *beneath* the bridgedeck!

We love our little catamaran. She has proven to be comfortable at sea as well as at anchor, is easy to sail, and her shallow draft permits us to get into some shallow spots where the water is that special Sea of Cortez turquoise. With the onset of *chubasco* season, however, we always make sure we have plenty of room to swing if suddenly hit by very strong winds. Another plus of our cat is the forward trampoline area, which is where we eat our meals at night.

Since our boat has neither a watermaker or refrigeration, we have found the Puerto Escondido area to offer perfect cruising grounds. We provision and fuel up in Loreto, then head 15 miles south to Escondido to do our laundry and

Quincy and Kendall Winship — having a good summer in the Sea of Cortez.



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top off our water tanks. Then we head out again to any of the dozen or so beautiful anchorages in the Escondido/Loreto area. After the last of the ice melts — it usually takes eight to 10 days — we repeat the process. It's worked great for us, and we find unique things about each place. So far, our favorites are Marquer on Isla Carmen and Isla Coronado. Next time we're going to try Vee Cove and La Launcha on the north tip of Carmen.

The girls have finished their school year, so they have plenty of time to enjoy reading, swimming, snorkeling and fishing. There aren't many cruising kids around, but fortunately there has been a regular influx of grandkids visiting their grandparents, so from time to time the girls have new playmates. After almost 10 months of cruising, we definitely feel more relaxed than when we started. And the Sea — with its short day hops — has been a real joy. There isn't any surf here, so the Grand Poobah will be happy to learn that we haven't flipped the dinghy yet!

— the winship family 7/15/01

Aeventyr — Tayana 37 Matt Mason & Debra Stearns Passage To The Galapagos (Salt Lake City)

We're writing from Academy Bay in the Galapagos, a most unusual and exciting place some 3,500 miles southeast of San Francisco. To set the stage, we arrived back on our boat in Mazatlan on January 10. After four days of rushing around, we headed off on a pleasant two-day passage to our favorite anchorage on the Mexican mainland, Tenacatita Bay. There were already 45 boats on the hook when we arrived, so it's lucky that the big bay has plenty of room for everyone. We stayed for eight days, working on boat projects in the morning and playing on the beach

It's a long and slow trip from Mexico, but for cruisers who love wildlife, there is no place like the Galapagos.



in the afternoon. It was great spending time with other cruisers. Our next stop was a brief one at Manzanillo to fuel and provision for another 200-mile passage to Z-town.

We had more than two weeks in Z-town, which turned out to be the perfect place to provision for the long passage to the Galapagos. We planned to depart on February 15, but then Matt hurt his knee and had to get a cortisone shot. The injection worked like magic, as he felt almost immediate relief and the knee hasn't given him any trouble since. There were many tearful good-byes as we left Z-town — especially for our dear friends Gene and Sheri Seybold aboard *Reflections*. They were leaving at the same time we were, but they were headed for Acapulco and Central America. No matter how we tried, we couldn't convince them to turn right and sail across the Pacific with us. They'll be coming across next year.

The rhumbline distance from Z-town to the Galapagos is 1,285 nautical miles, but our course would be 1,345 miles, as we wanted to make more easting to counter early west-setting current, then the stronger north-setting current when we got closer to the Galapagos. Based on what we'd heard and read, the trip from Mexico to the Galapagos is normally a very slow one, and lots of sailboats don't make it at all. The challenges of the passage are the light airs, which are mostly on the nose, and the strong currents, which make progress even more difficult. It turned out to be the most technical passage we've done, because of the currents and because we had to be very careful about when and how much we motored. Many boats have run out of fuel during the last few days, just when the currents and the winds are at their worst.

By sticking to our plan, we arrived in just under 16 days — an average of 84 miles — with over half our fuel remaining. Eighty-four miles may not sound like a lot, but we're told it's better than average for the passage. We were able to keep *Aeventyr* moving in four to six knots of wind — which was the norm for the duration of the trip. Our average speed through the water — as opposed to over the bottom — was actually 3.5 knots.

There's a popular saying that advises 'gentlemen never go to weather'. If so, Matt must be a scoundrel, for we were heeled over for the better part of two weeks. Most of our previous passages have been downwind or broad reaches, so we had some adjusting to do. Cooking was difficult and our appetites were off, so we both lost about a pound per day. But we don't rec-



ommend it as a weight loss plan.

We carried full sail the entire time — except for our brief encounter with the ITCZ squalls. Seattle was the last time we saw rain like we did in the squalls, and *Aeventyr* had never been cleaner. Winds in the squalls would get up to 20 knots, but from all directions, so we often just reduced sail when surrounded by black clouds. Once the squalls subsided, it was back to hard on the wind.

Late in the passage, the north-setting current really came into play. Sometimes our speed through the water would be a very respectable 6.5 knots, but our speed over the bottom was only 3 knots. It didn't help that there were six foot swells that tended to stop *Aeventyr* dead in her tracks, which required us to hand-steer in order to dodge the worst waves and keep moving.

Our first view of the Galapagos was Isla Pinta, but thanks to the adverse current, it seemed to take forever to leave it in our wake. We ended up sailing down the east side of Isla Santa Cruz and having to slow down so as not to reach Academy Bay in the dark! It was very satisfying to have our destination just one more night watch away. Incidentally, we used a five-hour watch system that had Deb sleeping from 2000 until 0100, and Matt from 0100



LOAFER

The busy 500-berth Tauranga Bridge Marina, about 140 miles south of Auckland. That's Mt. Maunganui in the background.

until 0600. It's worked out very well and we were much more rested than when we used our previous watch system.

The Galapagos, which has unique flora and fauna, are made up of eight volcanic islands 600 miles to the west of Ecuador, which governs them. Puerto Ayora, the tourist center located on the shore of Academy Bay, is the largest town in the Galapagos. Cruising boats — of which there were about 15 when we arrived — share the anchorage with about 35 tourist boats. The tourist boats range in size from small boats used for day trips to cruise ships. Puerto Ayora is also where the ships arrive with supplies from the mainland. It's a huge event when a ship arrives, as it means all the stores on the island will get resupplied. There is no wharf big enough to handle a ship, so the supplies are off-loaded to a barge, which is then brought to the town dock. Everything is once again off-loaded from the barge by hand and then distributed by truck. It's stevedoring at its finest, without the modern conveniences of cranes and such.

[More next month.]

— deb and matt 8/15/01

Loafer — Kelly/Peterson 46 The Kent Family Tauranga Is Terrific (Ventura)

We participated in the year 2000 Pacific Puddle Jump Party, are now in Opuia, New Zealand, and will be heading off to the South Pacific again any day now. We thought of *Latitude* because there is a cool Ocean 71 — sistership to *Big O* — across from us named *Flying Wings*. She's owned by a German and skippered by a young Frenchman. They have done a complete refit and the boat looks brand new. I would love to put my family on that boat and take off. Oh well.

We — Brian, Bridget, Jeff (14), Stuart (12) and Marie (8) — left Mexico in March of 2000 as part of the Puddle Jump group, and roamed across the Pacific for a season. We decided to spend the southern hemisphere summer in New Zealand, and had a pleasant sail down from Tonga in late October. After checking in at Opuia at the north end of the North Island, we worked our way down to Auckland. After so long in the South Pacific, it felt quite strange to be back in a real city.

A fellow cruiser strongly recommended that we check out Tauranga as a different place to spend the Kiwi summer — and are we glad he did! Tauranga is lo-

cated 140 miles south of Auckland on the east coast, in one of the most vibrant and growing areas of the country. During the holiday season the population swells as visitors crowd the nearby beach town of Mount Maunganui, giving the area a fun and festive atmosphere.

We're staying at the 500-berth Tauranga Bridge Marina, which is located in the heart of the area. It's run by Tony Arnold and his very friendly crew, which include Julie, Jackie and Andrew. We became good mates with these folks, and that added to our time there. The facilities — which include a laundry and showers — are spotless, and there is also a small convenience store. There was a small group of international cruisers who spent the off season here, and that provided a great opportunity to make even more new friends. We had weekly BBQ's and an occasional brunch — complete with our own omelette bar. This was interesting, because some of the international cruisers had never seen an omelette before.

The marina has a hardstand with a 35-ton Travelift run by Bruce Goodchap. We hauled out for a month and did all the routine stuff and some extras. The quality and helpfulness of the local trade and service people is as good as anywhere we have been — including back home. We were more than pleased with the results. Thanks to the America's Cup, the cost of berths and associated boat work is quite inflated in Auckland, but not down in Tauranga. Given the current weakness of the Kiwi currency, everything we had done was very affordable.

The only thing some cruisers might not like about the Tauranga Bridge Marina is

Julie and Tony are the office staff at Tauranga Bridge Marina, and are known for being particularly helpful and friendly.



LOAFER

CHANGES

that it's located between two towns that are five miles apart — which means you need a car to get around. But cars aren't expensive. We bought a 1991 wagon for \$1,300 U.S. — and sold it for \$1,000 after putting 10,000 miles on it, including a three-week trip to the South Island. That was a good deal, but the car insurance was even better. Since everyone who is legally in the country is covered for medical, car insurance only needs to cover damages to property. So we only paid \$50 U.S. for six months!

There are plenty of things to do and see within just minutes of the marina. There's tramping, surfing, swimming, shopping, and good places to eat. I became involved with the local gliding club, and have become certified to fly solo. It was a fun new challenge and another way to meet people. The greater area is full of agriculture, and pick-your-own fruit and berry farms make a great day's outing. There are many beach competitions, local theater productions, and countless other activities.

Generally speaking, the people of New Zealand are outgoing, friendly and helpful. The ones who are sailors always reminded us that they have the America's Cup and America doesn't. Those who weren't mariners were curious as to how a family could live on a small boat that frequently moves about. In any event, we will leave New Zealand knowing that we'll have plenty of places to stay if we ever return.

One of the best things we did was to put the kids in schools for a term — although we did have to pay foreign student fees, which aren't cheap because they are geared to students who don't speak English. Having the kids in school

Bruce Goodchap — what a great name — runs the Travelift and boatyard at Tauranga Bridge.

gave Bridget — and the kids! — a big break. The kids all became involved in sports and made good friends. They also got lots of attention because they were foreigners. It's still hard for them to believe that we actually have accents now. The time we spent in Tauranga was good for the kids as it gave them a dose of some of the things that they miss from their lives back home.

Most of the cruising fleet has headed north by now to Fiji and Tonga, but we have lived up to our boat's name by falling behind. We spent the last week working our way back up to Opuia, and are getting ready to make the big passage to the South Pacific soon. One reason is that it's been dipping below 40 degrees at night. We're Southern Californians, so the idea of having a heater aboard had never crossed our minds. In any event, we wholeheartedly recommend Tauranga as a great place to spend the summer in New Zealand. Check out the marina's website at www.marina.co.nz.

— the kent family 7/15/01

Kent Family — We remember Flying Wings from her days in the Caribbean. There was one night in particular at Soper's Hole when we all had about six Pusser's Maximum Strength Pain Killers. Lordy, we all slept well that night, no matter where we dropped. But trust us, you don't want that big and heavy a boat for family cruising — not unless you have two or three crew to help out.

**Witch of Endor — Formosa 41
Steve Cherry
Miss Saigon — Ketch
Tom Reynolds**

Here we are, swinging to the mooring at Barillas Marina, El Salvador. Our 2,500-mile trip down from San Diego was not without its high and low spots, but hey, any day out on any puddle is much better than the old 9 to 5 — or for some of us, 0 Dark Thirty to 0 Dark Thirty. We followed the Ha-Ha fleet down the coast, and to the group's credit, there was no sign that that 125 boats had passed through — other than the constant chatter on the VHF. It's not a telephone, girls! Anyway, I just wanted to recap our trip down and to throw in a kudo where deserved, in the hope it helps folks who will follow in our wake this year.

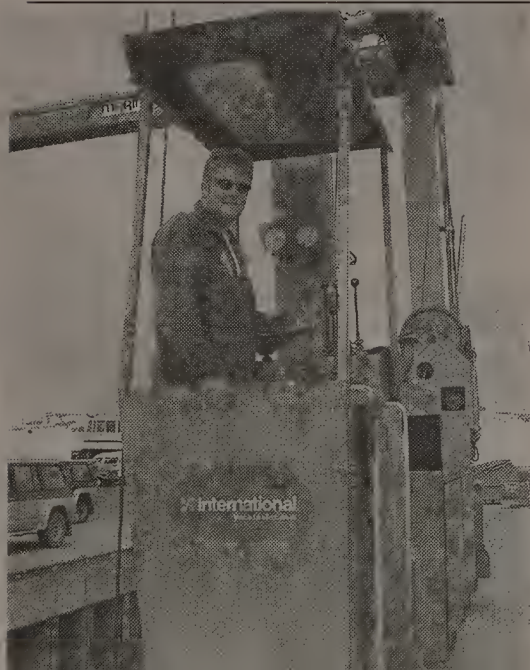
Steve's *Witch* received an excellent refit at Baja Naval in Ensenada, but the outfit is running a little light on mechanics. While we're talking about Ensenada, an 'attaboy' goes to Justino 'Tino' Guerrero, also known as Bandito. Tom's



Miss Saigon was moored at his dock for two years, and he was treated like a member of the family during the entire period. We've read comments by some of the 'well-informed bunch' about Bandito's "little run-down dock right next to Baja Naval, yada, yada, yada". We feel he deserves better press, and we're giving it to him right now.

Witch and *Miss Saigon* departed Ensenada on November 3, and stopped at all the usual places, the first one of note being Turtle Bay. Rogelio's Palapa, right at the head of the pier, serves five peso beers, and you can sit there and watch the kids take water and ice out to your dinghy. Contrary to one letter in the *July Latitude*, we found Ernesto to be accommodating, entertaining, and very helpful. Oh yes, he's also a Mexican national making a living. Lupita, Ernesto's assistant on the day he fueled us, was very entertaining, too.

Mag Bay, a great harbor with a little Napoleon port captain, was our next stop. The Port Captain insisted that he needed another copy of our *despachos*. Since his office didn't have a copy machine, he had to take a *pañga* all the way to San Carlos!





LATITUDE/RICHARD

Palm trees and boats on the hook, the look of tropical Mexico. It's where you want to be this winter.

Everybody raves about La Paz — but why doesn't anybody say what it's *really* like? Why not lay it on the line about the constant Northers, the hellacious currents, the miserable holding ground, the poor location of the Marina de La Paz fuel dock, and the proliferation of *gringos*-in-residence. Having made all those complaints, we have to admit that La Paz is a pretty good liberty town, with friendly locals. A huge kudo goes out to Hank at Seamar. If he doesn't have it, he can tell you where to find it. He's a real help to cruisers — right down to even providing transportation. We'd also like to thank Pedro the Carpenter, who provided high quality, affordable repair services for *Miss Saigon*. Oh yeah, 10 peso beers and chow at Congrejo Loco — on the *malecon* about two blocks past Los Arcos Hotel — are just fine, too.

Mazatlan, in our estimation, is a refreshing change from La Paz, and the humble little marina is a diamond in the rough. The Captain and Sylvia go out of their way to assist guests. No, there's not

much in the way of ambience, but they do have power and water. In addition, the veggie guy comes out every day, the shrimp guy comes three times a week, and Pacifico delivers, too.

We loved the city of Mazatlan! Ten peso beers at the sidewalk cafe next to the Coral Reef Hotel were a bargain, because you get a front row seat for the parasailing operations. And don't miss the Sports Saloon, right behind the Banamex in the Golden Zone. There are lots of *gringos*, but it's worth the stop. We were in Mazatlan for Carnival — what a blast! Imagine 100,000 or so folks on the Olas Altas to watch the fireworks and enjoy the fun. The organizers had it figured out, putting the entry gate on one of the same narrow streets and blocking off all other access, allowing them to get their 20 pesos per beer. They just didn't think about what was going to happen when all those folks wanted to leave through the narrow street when it was all over. What a trip! The bus ride home that night was one for the ages. We hated to leave Mazatlan.

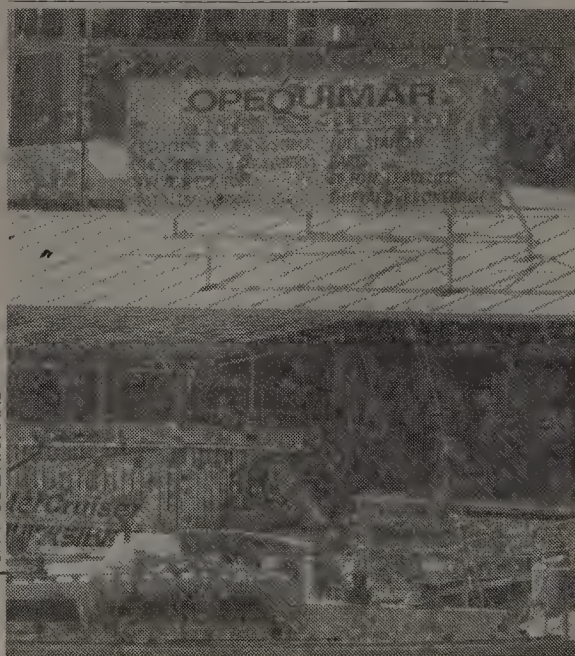
Puerto Vallarta was another good — although expensive — stop. *Miss Saigon* needed major transmission repair, so *Witch of Endor* took that opportunity to have her tranny gone through as well.

'Teapot Tony' got the nod from *Miss Saigon*, and Gerber Offshore in the Opequimar compound got the *Witch's* work. Those guys at Gerber Offshore did a magnificent job, way above and beyond what we have come to expect in this part of the world. They did what they said they would, showed up when they said they would, beat their original (low) estimate, and the transmission has never sounded or operated better.

Also worthy of note is the selection of marine parts at Zaragoza's, across from the Sheraton on the way downtown. That's probably the last big chandlery before Acapulco or even Panama. They have just about everything you'd find at a major chandlery in the States. It's more expensive, but at least they have it. What nobody seems to have down here is parts and manuals for Nissan outboards, as sold by West Marine. So you'd better bring your own. The locals seem to prefer Yamaha, Mercury, Evinrude and Johnsons. We enjoyed 10 peso beers at the Sandbox in Marina Vallarta.

Manzanillo is a great town, and ours were the only two cruising boats in the main harbor — as opposed to Las Hadas or Santiago Bay. We found the locals to be friendly and helpful. For instance, on two occasions when we asked directions, instead of getting the usual 'down two blocks and over one', people actually took us by the hand and led us to the *Oficina de Correos* and the print shop for duplicating charts! It's the kind of place a guy could get to like really well. Unfortunately, hurricane season was fast approaching and we needed to get on down the line. After a great afternoon and early evening at Ron y Luz's Pancho Villa Bar, we returned to our boats to get ready for the

'Witch of Endor' got a transmission rebuild from Gerber Offshore at Opequimar — and was delighted with the results.



LATITUDE/RICHARD

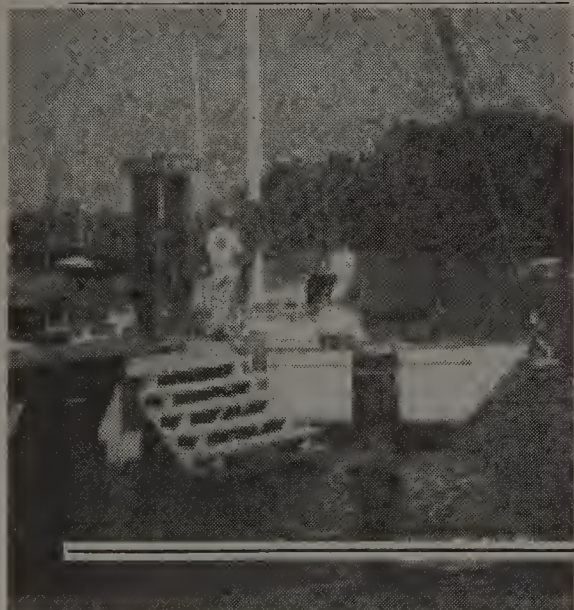
CHANGES

next leg. As *Witch* headed south in the morning, *Miss Saigon's* transmission self-destructed on the way to the fuel dock. That earned her and Tom an extra long stay in Manzanillo.

Steve — this is me writing — and *Witch* continued on a modified speed run down the coast, short-stopping at Marina Ixtapa (unremarkable), fuel stoping in Acapulco, and checking out of Mexico in Huatulco. I found the Huatulco Port Captain to be helpful and professional — to the point that he made the *Migracion* guy at the airport come down to the port and check me in! The guy wasn't very happy, but the Port Captain insisted it was the kind of service they were going to provide to cruisers. Puerto Madero was another short stop, where I was boarded by the Navy. They checked my papers and wished me a safe trip. A safe trip is what I had, bypassing the rest of the ports on the way to Barillas.

I was headed for the Barillas offshore 'panga meeting point', so I called them at 0700, expecting to get the usual marina non-response, wrong channel, yada yada until 0900 or so. Imagine my surprise when they came right up and said that they would dispatch a *panga* to meet me. Twenty minutes later, I was still 40 minutes away rendezvous point, and the *panga* guy was there wondering where I was. We finally hooked up, and Luis guided me in. I had the waypoints plotted on my C-Map chart, which went over land in some places, but Luis, without GPS or anything, led me safely into the harbor and took my bowline to a buoy. A few minutes later, Herbierto, the Marina Manager, showed up in a *panga* with the Port Captain and the Navy. I checked in, went ashore to the *migracion* office at the marina for the tourist card, and had my free beer. I had ar-

When Steve and 'Witch of Endor' pulled into Barillas Marina in El Salvador, he was delighted with the reception by management and officials.



rived, but I was also tired. So I hit the sack.

Miss Saigon pulled in about a month later, and Tom reported that he'd had her transmission overhauled in Manzanillo. He'd made numerous short stops on the way down the coast, and had good things to say about the port captains in Salina Cruz and Puerto Madero, but had by far the best reception at Puerto Quetzal, Guatemala.

One final lesson we learned. Once you get out of Mexico, you'd better have a Visa debit card — or be prepared to spend a lot of time searching for an ATM machine or bank that will honor your MasterCard.

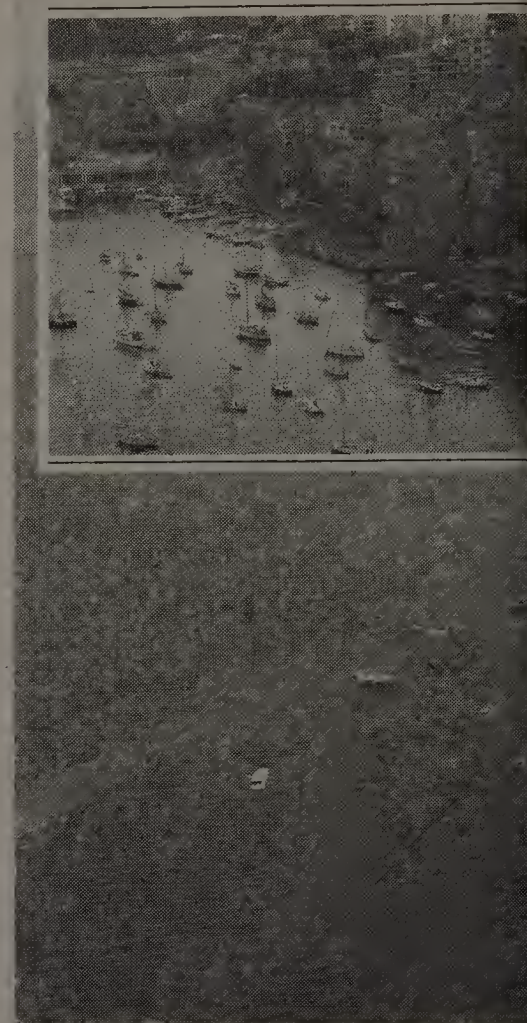
— steve & tom

Icarus — F/J 39 Cat David Law & Bonnie Carleton Eastern Mediterranean Yacht Rally (San Francisco)

A little bit on us. David and I got out of the Silicon Valley madness in 1998, sold our house in Woodside, and have been spending about six months a year on *Icarus*. We bought 'Ickie' in the South of France in '97 and have kept her in Gibraltar, Palma de Mallorca for two winters, and Marmaris, Turkey, for the last year. This is our fourth season over here in the Med, and although the sailing is terrible, we love the depth of the history and culture, the food and the people, and particularly the diverse sailing community. We bought a house in Santa Fe last year, and rent it out while we're gone sailing for the summer. We love the lifestyle of skiing all winter and sailing all summer. Life has been good to us.

We are quietly anchored in front of Gocek Town, one of our favorite places on the Turquoise Coast of Turkey. We pulled in yesterday and were delighted to see that our friends Sue Angus and Steve Whitmore of the San Francisco-based *Pilgrim* were anchored here as well. Having just finished the Eastern Mediterranean Yacht Rally (EMYR), it's good to be back in what feels a little like 'home', and take time to recap our experiences.

We participated in the 12th EMYR, which is actually divided into two parts — although you can join anytime you want. The first part kicks off in Istanbul on about April 15, and ends in Kemer — on the southern coast of Turkey near Antalya — about two weeks later. The second leg lasts about twice as long, and there's a grand start in Kemer during the first week of May. This leg continues on to Northern Cyprus, Syria, Lebanon, Israel, Egypt, and ends in Israel. The event is open to sailboats as well as powerboats,



and costs \$150 per person no matter when you start. The fee includes all marina fees, a bag of goodies — T-shirts, hats, mugs, backpack, document bag — all the cocktail parties, and all the official rally dinner parties. Some of these parties were elaborate and quite grand, so we had to bring our dress up clothes and dancing shoes. Everyone who participated in the rally considered it an amazing value.

This year's EMYR started out with 54 boats from 14 countries — eight of them from the United States — and finished with 28 boats in Israel. There were two other West Coast boats: *Sheba Moon* from L.A., and *Kismet* from San Diego. Other American boats included *Que Sera Sera*, *Topaz*, *Sea Gem*, *Snow Dance*, and *Sueño*. Participants included a little boy aged two, and two little girls aged four and five. At the other end of the spectrum, there was a very young 75-year-old. We even had three dogs in the fleet. Two Turkish Coast Guard vessels escorted us the whole way. While we welcomed their protection and the security they provided, we also loved having them at rally functions, as they frequently led the dancing and fun.

We didn't join the rally until Kemer, as we'd been late getting back to *Icarus* in



LATITUDE/RICHARD

with a view of the oasis stretching in front of us. They served two whole — with their heads — braised lambs mixed with couscous, pine nuts and cinnamon. Plus tons of appetizers. The Bedouins wear headgear and long brown robes — with gun belts around their waists, daggers, the whole works. But they danced and played music as well. It was a bit touristy, but they were the real thing, not actors. We also loved the old part of Damascus and its bazaar, which I could go on and on about. We also saw the Krak de Chevaliers, the Crusader castle that T.E. Lawrence called the finest in the world.

After another 18-hour overnight passage, we arrived in Lebanon. The marina in Jounieh, which is just north of Beirut, turned out to be a private club with a glorious swimming pool for adults, another for kids, expansive lawns, three excellent restaurants, a health club, jacuzzi, espresso bar with CNN — just about every yacht club dream. We all thought we'd died and gone to heaven, and didn't want to leave.

We did manage to do some land touring, and I was very impressed with the new city they're building over the remains of the war torn and shelled areas of Beirut. While it will indeed be the 'Paris of the Middle East' again after it gets a patina, the evidence and after effects of the civil war can be seen and felt everywhere. And the stories of those terrible years are a bit beyond the comprehension of most Americans.

We also spent a day at Baalbek, which is a monumental pre-Roman and Roman temple complex. The scale of everything is massive and very impressive. Up until five years ago, it was a 'no go' zone for tourists because it's in the Bekaa Valley, ground zero for the Hezbollah and hostage-taking. There still aren't many tour

In the states most people take a car to the marina. In Marmaris, Turkey, you have the option of taking a car or riding a camel to your boat.



LATITUDE/RICHARD

Spread; Capri, Italy. Inset; Villfranche, South of France. Two great reasons why it's hard to ever leave the Med with a boat.

Marmaris in the spring. But after a few days of parties and games, we were integrated and warmed up for the grand start outside the marina on May 5th. Scores of boats of all sizes were at the harbor entrance to wave us off, there were photographers and videographers everywhere, horns were blaring, and an uplifting duet by Emma Shafflin and Andreas Boccelli was played over the VHF.

We then had a very rough overnight passage to Northern (Turkish) Cyprus, and members of our group limped in all the next day. Having a catamaran with shallow draft, we were directed to a shallow spot along the wall in the tiny, overcrowded harbor at Girne — and ended up having four other boats with a total of fourteen people tied to our bows. Sometimes cats can even be useful as side-walks! CNN Turkey came to our boat to shoot some film, and the rally was on the front page of the weekly English language newspaper — so I guess we were minor celebs. We were busy in Cyprus, as we had parties thrown in our honor on two of the three nights we were there, and we did the tours during the day.

We then had another overnight passage to Mersin, Turkey, and a few days later an overnigher to Lattakia Marina in Syria. Syria is so cut off from the rest of the world that we felt as though we were on another planet. There were no Coca-Cola or Marlboro billboards — just pictures of the former and current President Assad everywhere. The Syrians don't see many tourists, but they're very friendly. We saw so many amazing places in that country that we'd love to return when we have more time.

The highlight of our visit to Syria was Palmyra, a huge oasis way out in the middle of the Syrian Desert. In Roman times it was a beautiful city of unsurpassed wealth, as it was on the Silk Route. The ruins stretch out over miles and miles of desert. Towering gates open onto roads lined with columns that go on, straight as the eye can see, until they end at the edge of the oasis in a grand temple that is so big and beautiful that it staggers the mind. Palmyra is surrounded by palm and olive trees waving in the desert winds, and there are aqueducts everywhere to provide water for the greenery. There was only one other group at this site — something unheard of in this day of mass tourism — so we had the run of the place.

We also had lunch at a Bedouin camp under a large tent covered in carpets, and

CHANGES

ists, so like Palmyra, we pretty much had Baalbek to ourselves. While driving through the Bekaa Valley and at various checkpoints, we passed many posters of Khomeini and the rest of the Iranian leadership, a testament to how little control the Lebanese have and what a strong and open presence the Hezbollah enjoy.

[More next month.]

— bonnie and david 6/15/01

Cruise Notes:

"We did the Ha-Ha with you folks last year and had a blast!" report Paul Baker and Suzette Connolly of the Seattle-based Cal 35 **Altair**. "We're now in Moorea — which is outstanding — but are still in touch with a number of our Ha-Ha friends. In fact, we recently shared the anchorage at Cook's Bay, Moorea, with three other Ha-Ha boats: **Velella**, the Wylie 31 with Garth Wilcox and Wendy Hinman of Port Ludlow, WA, who did the last Ha-Ha; **Sailor's Run**, the Baba 40 with Jeff and Debbie Hartjoy of Longbranch, WA, and **Eleftheria**, a C&C Landfall 38, with Milo Coldren of Victoria, B.C., both of which did the '99 Ha-Ha. All the boats are from



Paul and Suzette hauled 'Altair' at the Balboa YC in Panama before heading across the Pacific. Friends Ricky and Winship are also in the photo.

the Northwest, all sailed every mile of the Ha-Ha, and all 'won' their divisions. We're having a great time down here, and are continually amazed by the beautiful scenery — and the number of boats from the Pacific Northwest."

"If Rick Daniels is looking for a place to inexpensively store his boat on the East Coast, tell him to forget Florida," advise Daniel & Penelope of **YoShan** — type of boat and homeport unknown. "We suggest Oak Harbor Marina in Slidell, Louisiana, which is 50 miles east of New Orleans. Last year we paid \$160/month for our 50-footer. Barry Brisbi is the harbormaster, and he can be reached at (504) 641-1044. This year we're staying at another good place, Brunswick Landing Marina, which is located about 70 miles north of Jacksonville, Florida, in Georgia. It's \$6.50/ft a month here, and you don't have to sign up for any longer than a month. Terri, the harbormaster, can be reached at (912) 262-9264."

"Debbie and I met at a dance in Everett back in '91," writes Bill Marmann of the Seattle-based Pearson 424 **Romance**. "One of the first questions I asked her was, 'Do you like to sail?' After several dates and daysails around Puget Sound, we headed off around Vancouver Island for a five-week cruise aboard my Cal 34 **Wild Thing**. After she didn't complain when it

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blew 70 knots all night while on the hook at Effingham Bay, I knew she was a keeper. 'Let's get married at Musket Cove, Fiji,' I suggested. On June 19 of this year, we did just that, standing under a flowered arch put up by the resort, before 50 of our cruising friends — many wearing sulus — and with *Romance* and the other cruising boats tugging on their hooks off in the distance.

"Debbie and I first left the cool and rainy Northwest in August of '93, having taken leaves of absences from our jobs to see if the cruising life suited us. It did — and I still have a 'Some Like It Hot' T-shirt from Cabo in '93 to prove it," Bill continues. "After returning to work in June '94, we scammed and planned for the great escape we made in August of '97. We did the Ha-Ha that fall, spent two seasons in Mexico, then 'Puddle Jumped' in March of '99. We have fantastic memories of our travels through French Polynesia, the Samoas, and Tonga. After spending 18 months in New Zealand having some major work done on *Romance*, we returned to Fiji in April. Each country

we've been to has had its own unique beauty, and we feel very fortunate every day we are out here able to enjoy the cruising life. We're looking forward to Vanuatu and New Caledonia, then a longer spell in Australia — for which we already have four-year visas."

"I'm pleased to announce that I have sold Catana 431 #11, **Thanks Larry!**, to Paul and Karen Biery of Livermore," reports Dean Daniels. "The couple have re-named the boat **New Focus**, and will be sailing the Bay before doing the Ha-Ha this fall. Chris Kingery and I had taken delivery of **Thanks Larry!** at the Catana factory in



Debbie and Bill of the aptly-named 'Romance' do the wedding cake thing.

France almost two years ago, and sailed her 12,000 miles to Hawaii. Chris is now living in San Francisco and working for Gap, while I'm retired from Oracle Software — Thanks, Larry! — and splitting my time between San Francisco and a home at Kirkwood. I'll be racing my Olson 30 *Neuromancer* in the Nationals at the Richmond YC before donating her to

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- Oct. 25 Spanish for Cruisers Kathy Parsons
- Nov. 1 Healthy Cruising, Medical Resources/Advice Jan Loomis, RN
- Nov. 6 Tales of a Sea Gypsy Ray Jason
- Nov. 8 To be announced
- Nov. 13 To be announced
- Nov. 15 Cruising with e-mail/Communication
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CHANGES

Stanford. They tell me they will be using her for the Alumni Racing Team, and hopefully she'll help revive the Olson 30 fleet on the Bay. I would like to get a Melges 24 and start doing the Pacific Coast circuit. I'd also like to do an Atlantic crossing this fall — and have noticed that a number of American owners have entered their Catana cats in the **Atlantic Rally for Cruisers** this November. If anyone would like experienced crew, I've already done a crossing aboard a Catana catamaran and will pay my own airfare."

"Your coverage of Southern California berths and anchorages was very informative," writes Bill Browning, Director of the Shoreline YC in Long Beach, "even for those of us who live here. But I have a couple of small problems with your description of the **Shoreline Marina** in downtown Long Beach. First, it is now called Shoreline Marina rather than Downtown Marina — which you had right on your little chart. Second, there are plenty of good restaurants and shops in the marina village, and just a short walk or shuttle ride away on Pine Avenue in downtown there are many other excellent



Shoreline Marina's environs has much more than empty transient berths and oil islands, it's got lots of shops and good restaurants.

restaurants, a Cineplex, and a Hooters. Folks shouldn't forget about the **Queen Mary** and Long Beach Aquarium of the Pacific either. There's also a grocery store that's only a 10-minute walk from the ma-

rina. Thanks for the great magazine, all of us at Shoreline YC read it every month."

Thanks for the corrections and clarifications, Bill. We'll remind southbound cruisers that the Shoreline Marina almost always has scores of **transient slips** available to 45 feet, and sometimes longer end-ties. It's also located right next to a terrific bike and jogging path along the long — so that's where they got the name — beach. This has nothing to do with sailing, but since you mentioned **Hooters**, can somebody please explain the concept of that apparently successful chain? It seems the worst of both worlds to us. After all, if you want to ogle young girls, why not do it properly at a nudie bar? And if you want good food, why not go to a decent restaurant?

"I was wondering if you could give the same kind of information on the trip north from **Puerto Vallarta to Los Angeles** as you did in the June issue for a reader who needed information on a trip from L.A. to San Francisco," writes Mel Stratton of Dana Point / Puerto Vallarta — and who neglected to give the name and type of

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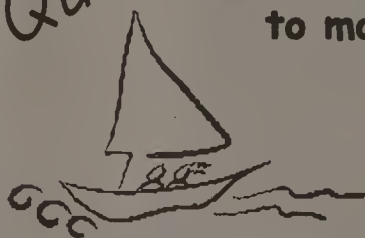
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PIERRE DE PORTOFINO



It would be nice if you could pull into a place such as Portofino, Italy, while doing the 'Baja Bash', but it's not in the cards — at least until somebody develops Turtle Bay.

might motor up Baja, as October through December generally have the most mellow weather of the year, with lots of calm periods. When it comes to Bash strategy

— at that time of year in particular — there is one overriding principle: Wait until it's nearly calm, then go like heck for as long as you can.

"We are back in the Bay Area after a nine-month absence," report Myron and Marina Eisenzimmer of the Mill Valley-based Swan 44 **Mykonos**. "Our Baja Bash from Cabo was relatively painless, as we picked our weather and arrived in San

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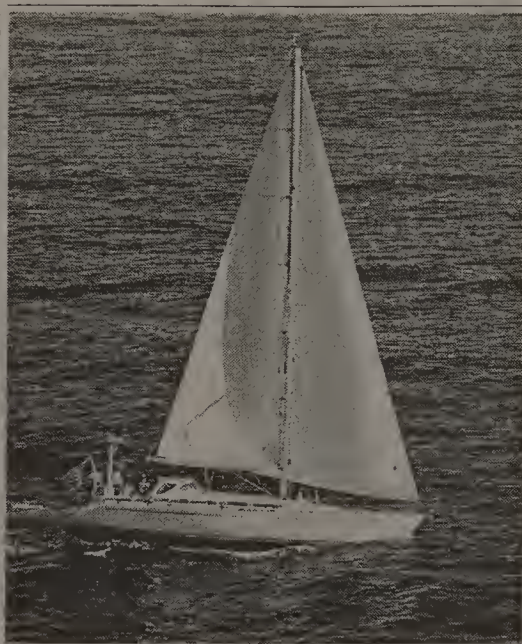
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CHANGES

Diego after just eight days. And this included a night in Bahia Santa Maria and two nights in Turtle Bay. Fueling up with Ernesto in Turtle Bay was an experience. He wasn't able to gouge us because we'd already negotiated a price at the pier with his sister! As part of the Class of 2000, we have nothing but good things to say about the **Baja Ha-Ha**. We got as far south as Z-town, but six months goes by all too fast. In retrospect, we should have spent more time in the Sea of Cortez and less time in the cities — but there's always next time. Thanks again for the Ha-Ha."

Speaking as the **Poobah**, thanks for the kind words about the Ha-Ha. There's nothing in life that makes the Wanderer as happy as seeing other people having a great time. We don't have factual proof, but based on anecdotal evidence, the spring of 2001 was one of the easier years to bring a boat north. Sure, a couple of folks had to battle 25-knot winds, but we didn't hear of anyone who got hammered by 35 to 45-knot stuff like the year before. Many boats — including *Profligate* — never saw more than 15 knots between Cabo and San Diego.

TOM LYON



Myron and Marina head south from San Diego aboard their Swan 44 'Mykonos' at the start of Ha-Ha VII last October.

"Like Fred DeLance, who made the initial inquiry in the July issue, I've been wondering about the feasibility of **shipping a boat across the isthmus of Tehautepec**," writes Russ Kilmer of the

Portland-based **Krogen Manatee**, a 36-foot Krogen trawler. "So last February, I flew down there with my Beech Bonanza to scope it out. I rented a car and drove in both directions from Coatzaculocos, Vera Cruz, on the Gulf of Campeche side, to Salina Cruz, on the Pacific side. Since my boat is 15' 9" tall with the mast lowered and is 13' 9" wide, I specifically looked for narrow or low bridges, low wires, and any other possible obstacles. I also made some good contacts on each end of the route. When I suggested that there might be a good business opportunity in shipping boats across, it grabbed the attention of the locals. My contact in Salina Cruz even prepared a pro forma estimate of the cost, which I thought came in very high — \$4,500 U.S. I'm working on that. My contact also said it would be less expensive by rail. The long and short of it is that I think it's doable to take a boat across. If there were enough people interested, I would be willing to help coordinate the effort to get a system working. What appeals to me about the Tehautepec route is that you get to cruise the west coast of

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TOM LYON



George and Ginger Robinson, who have reached Panama with 'Dalliance', are an inspiration to all all cruisers.

feature on this inspirational couple in the October issue.

Anybody who has spent much time on the ocean knows that you see things that are seemingly inexplicable. But some-

times there actually are simple explanations — as evidenced in this story forwarded by Skip Allan of the Santa Cruz-based Wylie 27 **Wildflower**. Way back in the summer of 1954, the Matson Liner **Lurline** was motoring across the Pacific High — many hundreds of miles from the nearest land — when the crew and guests went "bug f--king nuts" because a 16-foot ski boat with a skier in tow appeared out of nowhere, circled the ship once, then headed off again to places unknown. The simple explanation for the seemingly impossible? The 85-foot schooner **Seadrift** was on delivery back from the TransPac when her mischievous crew saw some smoke from a ship far off in the distance. They decided to launch the ski boat and give everyone on the ship a mid-ocean thrill. Which they did.

"When I picked up the July issue of *Latitude*, I was surprised and embarrassed to find a photo of myself and a short article about 'Jim and **Time Traveller**,'" writes Jim Brown of the Oxnard-based Kettenburg 40 *Time Traveller*. "Please let me clarify a few things. In mid-April I departed Banderas Bay singlehanded for

Mexico first, then have a relatively short and not too difficult transit to the east side. If anyone wants to discuss this seriously, I can be reached at (916) 419-0885."

"We are currently anchored at Maeva Beach, Papeete, Tahiti. It's been raining for the last 10 hours, and warnings are posted for 40-50 knot winds," report Mitch and Rose Hart of the Tayana 37 pilothouse, **Komfy**. "We are keeping dry in our pilothouse while catching up on emails and waiting for the wind to hit. But we sure hope it doesn't, because there are 80 boats here in the anchorage."

Folks who did the '99 Ha-Ha may remember George and Ginger Robinson of Jackson, CA, who did the '99 Ha-Ha aboard their Lancer 36 **Dalliance**. The couple have made it as far south as Panama, but are back in Northern California for a few months. What sets the two apart from most cruisers is that they are both amputees. We don't know if you've noticed, but it's usually the folks with some sort of disadvantage who complain the least. We're planning to have a

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CHANGES

Hawaii — not the Galapagos. It was going to be my first ocean crossing, and after problems with the steering, a spreader, taking on almost 10 gallons of water an hour, and high winds and seas, I decided to turn back and sail to California via the clipper ship route. Don of **Summer Passage** informed me that I would eventually get the good winds I needed to reach Baja or the Mexican coast, but I never found those winds and ocean currents pushed me south. I soon started to run low on water, food and fuel. To make a long story short, with the help of the Coast Guard, several ham radio nets, and some boats and ships, I was able to make it to Turtle Bay. I was also determined to make it back to land for the sake of Dutch, my schipperke puppy. After all, I was out there by choice, he was not. It was indeed an interesting eight-week trip, during which time I pumped 50,000 gallons of seawater out of my boat. Given the right circumstances, I might try the passage again. In closing, I have two things to say. First, if you're going to cross an ocean, get a ham license or at least have a ham radio on board for emergencies. Second,

ROBERT REED



Jim Brown of the Kettenburg 44 'Time Traveller' pumped 50,000 gallons of seawater from his boat during an aborted trip to Hawaii.

'thank you' from the bottom of my heart to all those who helped during my ordeal."

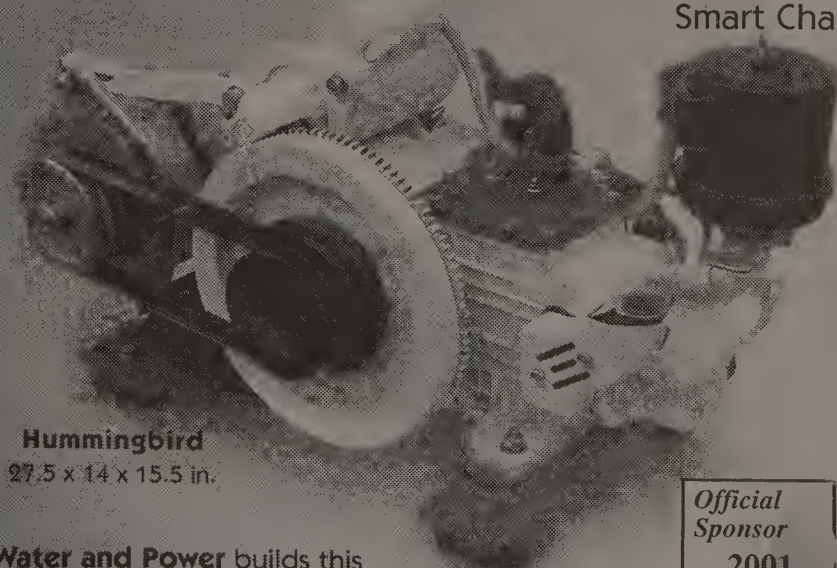
"I have another couple — Al and Ruth Hamilton — for your West Coast Circumnavigators list," reports Ernie Copp of the

Long Beach based Cheoy Lee 50 **Orient Star**. The Hamiltons are from Centralia, Washington, and cruised around the world from '83 to '90 aboard **Bittersweet**, a Miller 46 cutter. They were in their 60s when they went around, and did the South Pacific, New Zealand, Red Sea, Panama Canal route. Enthusiastic travellers, they thoroughly covered all the many countries they visited. After their circumnavigation, they kept their boat in Southeast Alaska for several years. Regrettably, Ruth passed away in February of this year. The Hamiltons are somewhat well-known in the Northwest because they had a big billboard in front of their turkey farm on I-5 south of Centralia, and they always had outrageously conservative messages posted on it. While in Puerto Vallarta last winter, I became friends with Tony Keating, another cruiser from Centralia. Keating has since sailed to the Marquesas — using Al and Ruth's old charts."

"I know that I once visited a website that lists a number of cruising boats at sea and their current locations," writes Kris Hearst, formerly of the Cascade 36

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Your're probably talking about **YOTREPS**, which can be found at www.bitwrangler.com/yotreps. Most days we have a link to it from **'Electronic Latitude**. When we last checked, they had listings for 20 boats in the Pacific. We at *Latitude* are actually hoping to be able to post a far more extensive daily list, but things aren't quite set up yet. Are we getting any closer, Stan and Jim?

"One thing that southbound cruisers need to be aware of is that the entrance to the channel to **Marina Mazatlan** can be exciting," report Graham Johnson and Sharon Parker of the San Diego-based **Renegade**. "If there is any hint of wind-driven swell breaking on the beach, don't try to enter. We did, and unknowingly turned our sloop into a 16-ton surfboard only yards from the beach. The wind was light and onshore, and conditions looked benign — until we were just about to make the turn into the narrow channel and turn broadside to the swell. At the last moment, we sideslipped down a breaking wave and were headed for the rocks! Full opposite

NORTHERN EXPOSURE



August 25 we spoke with Jim and Sue Corneman of 'Heart of Gold' in Glacier Bay, Alaska. They reported 43° air temperature, rain, and not many boats around. The brief Alaskan summer is over.

helm and everything that Perkins could give brought us full circle, headed back out of the bay and right into a set of three breaking waves. It got our hearts beating and eliminated any immediate need for a laxative."

"Linda and I are now the new marina managers here at Cabrillo Isle Marina in San Diego," writes Tim Leathers of the Sausalito/Cabo-based Ericson 36 **Rooster Cogburn**. After doing the Ha-Ha in '98, Tim and Linda stayed in Cabo and worked for Cabo Isle Marina. "I had a meeting with Lt. Ken Franke of the **San**

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Diego Harbor Police the other day, and together we are working on an anchoring policy and procedures for this year's Ha-Ha. Unfortunately, the San Diego Harbor Patrol **Visitor's Dock** will be torn down on October 1, so new and expanded facilities can be built. Obviously, they won't be ready in time for the Ha-Ha boats, so berthing might be a little tight."

Berthing is tight in San Diego before the start of every Ha-Ha, but it always works out. Chris Frost of **Downwind Marine** has promised to keep tabs on any vacant berths, and there's always the **Cruisers' Anchorage** for 30 days and the **Glorietta Bay Anchorage**. The good news is that there is plenty of berthing and mooring opportunities elsewhere in Southern California. Capt. Marty Kasules of Newport Beach and Dana Point has thrown out the welcome mat at both places, saying they've never had to turn a boat away from **Newport Beach** — which is just 65 miles from San Diego. Long Beach's **Shoreline Marina**, just a little further away, also has lots of empty transient slips in October, and **Catalina** — a great place at that time of year — will have hundreds of empty moorings at greatly

reduced rates. So if San Diego can't handle all the Ha-Ha boats until the very end, there are numerous great options.

"My wife and I are planning to head for Mexico this fall, then west from there in the spring," writes John Mackie of the Alameda-based **Cal 39 Not A Dream**. "We have a couple of questions for which we have heard conflicting answers, and an opinion based on your extensive experience would be appreciated. We plan to self-insure our boat, but have heard that **liability insurance** is a firm requirement while in Mexico and beyond. Others have told us that it is not necessary. Also, we need to know about the availability of **prescription drugs** in Mexico. Will pharmacies recognize prescriptions written by U.S. doctors? Or must you visit a local physician, in which case are they able to provide the necessary prescriptions for continuation of an existing long term medication program?"

Mexican liability insurance is not mandatory, and you probably won't need it. But if your boat causes damage to marina property or hits somebody in the water, it can keep you out of jail and save you a lot of money. This so-called 'peace of mind' insurance runs about \$160 for six months of \$300,000 coverage, and is available from any number of brokers who represent the bigger insurance companies in Mexico. It's always a good idea to keep the original prescription for a medicine when you're crossing borders in case some official wants to know what the pills are. Other than that, just about anybody can buy all the common prescription medicines they want in Mexico without a prescription from the local *farmacia* — at much lower prices than in the United States. By the way, medical care is quite good in larger Mexican cities, and the prices are a fraction of what they are in the States.

A reminder to everyone that they will add at least 20 year's to the Changes' editor's life by always including your **boat name, boat type, full names of skipper and mates, and hailing port**. You have no idea how helpful this is. *Gracias*.

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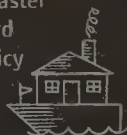
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PLASTIMO OFFSHORE LIFERAFT. 6-person in cannister. New in fall of 1999. Original owner with complete documentation. Good condition. \$2,300/obo. Call David (650) 948-8480.

APEX A-10C RIB. New 2000 model unopened in factory packing. *Practical Sailor's* #1 rated RIB. Check out Web site: <http://www.apexinflatables.com/A10.htm>. Will not open prior to sale. Firm \$2,700. Cash only for super deal. (650) 429-2037.

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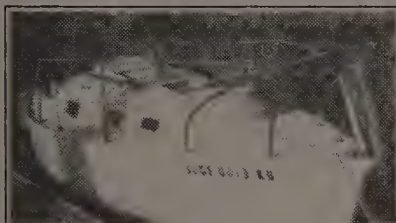
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CATALINA 25, 1981. Fixed keel, pop-top, dinette. Hood main, roller jibs 100%, 130%. 8 hp Honda, Loran, ST2000 Autohelm with remote, wind sensor, speed/depth, 2 batteries, 8A charger, 13-lb Danforth, and pirate flag. \$7,000/obo. (408) 737-9753.

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PACIFIC SEACRAFT 25, 1976. Highest quality double-ended pocket cruiser. Full keel, Yanmar diesel. Marine head and galley. Teak interior. Very strong and easy to sail. \$10,000. Call (408) 683-2170 or email: jasmine189@juno.com.

CATALINA 250, 1998. Water ballast, tiller, furling jib with sock, 8 hp Honda, Raytheon Tri-Data, 25 gal pressure water. Stern seats, cockpit cushions, canvas package, pop-top enclosure, carpet and shades, galvanized trailer with disc brakes. All in new condition. \$20,500. (707) 443-7610.

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CATALINA LE 270, 1995. Comfort, performance, excellent 27-footer. Many extras: Autohelm, TriData, windspeed/direction, refrigerator, furling, self-tacking jib, propane heater, Garmin GPS, Perkins 18 hp. Custom, quiet, insulation and more. Brisbane. \$46,900. Call us toll free (866) 595-3101 or email: alwolfer@yahoo.com.

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CATALINA 27, 1983. Universal diesel with new 2001 transmission. New Harken roller furling with new Pineapple working jib, both Oct, 2000. Two spinnakers and gear, genoa. Folding Martec prop. Harken lazyjacks. Jiffy reefing from cockpit. Auto steering. All lines led aft to cockpit. Shorepower with charger. Below, new cushions and carpet 2001, gleaming teak. And more. Race, cruise, or singlehand this beauty now. \$18,950. Call (510) 329-3554.



25-FT MacGREGOR. Excellent condition, trailer, 9-hp Evinrude outboard with generator, roller furler, mainsail, swing keel, all lines and rigging, head, stove, VHF, depth, pop-up with dodger, sleeps 4-6, anchor, cushions, extras. \$4,765/obo. Please call (831) 728-1770 or email: ccasey@ix.netcom.com.

RANGER 26, 1970. Recently restored hull and rigging in good shape. Interior like new. Forward stateroom with sink and leg-al head. Main salon, dinette, sink, stove, stereo, dual battery, VHF. 6 winches, 9.0 hp. Sausalito berth. \$6,000. Call (415) 699-6867.

CATALINA 27, 1983. Beautiful shape, tiller, furling 140 jib, TillerMaster, dinghy, new teak topside, bottom paint 5/99. Diesel, low hours. Sail, winch, tiller covers. VHS, marine head. New curtains, cushions, carpet. Alcohol stove, shorepower, TV. \$13,500. Please call (707) 447-2660 or email: ccandc@msn.com.

COLUMBIA 8.3 METER sailboat. Alan Payne design, very sought after. A rough weather boat, wide-body cruiser, flat bottom, hourglass transom. Rebuilt Atomic 4, depthsounder, radio. Sleeps 4, 6-ft headroom, teak interior, refrigerator, private head. Carries its sails well. Easy to manage in all sailing conditions. \$8,500/obo. Call (925) 684-2199.

ISLANDER 28, 1977. Classic Perry racer/cruiser, neglected one year, needs TLC. Atomic 4, 7 bags sails, sleeps 4-6. Nice teak interior, galley, BBQ, cabin heater, separate head, new cushions, old electronics. Coyote Point berth. \$9,000/obo. Call Paul (415) 258-8227 or email: paulha@sonic.net.

HUNTER 25, 1975. Ready to sail, fixed keel, 3 sails, VHF, Loran, Autohelm, Porta-Potti, 2 anchors, 7.5 Johnson longshaft. Berthed in San Rafael. \$1,600. Call (707) 584-4824.

COLUMBIA 26 Mk II, 1970. New: Yamaha o/b, Doyle main, bottom paint, non-skid, galley stove, Raytheon depth/speed/trip, DC/AC wiring, running rigging, thru-hulls, teak freshly sanded/varnished, cushions, too much to list. Transfers with Sausalito slip. See Web site: <http://www.sonic.net/csparks/c26/> \$6,800/obo. Please call (415) 370-3361 or email: csparks@sonic.net.

CAL 27, 1970. New paint topside, hauled Spring 2000. 5 sails, spinnaker with pole, racing main. VHF, depth/fish. New lines all led aft, spinlocks, lazyjacks, 6' headroom in cabin and V-berth, sleeps 5. 9.9 Johnson o/b. \$6,950/obo. Call Erik (415) 378-4887.

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NEWPORT 30 Mk II, 1976. Needs Atomic 4 rebuild. Updated sails, rigging, upholstery and more. Alcohol stove/oven, VHF, Loran, DS, KM, epoxy bottom, delta cover. Well-cared for. All lines run aft. Great liveaboard. \$7,500. Call (415) 297-5736.

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CATALINA 30, 1982. 2 mains, mylar, furling jib and genoa, spinnaker. Self-tailing winches. Hot/cold pressurized water, refrigerator, new VHF and AM/FM cassette. Universal diesel, autopilot, new rigging. Bottom job 6/01. Berth at South Beach Harbor, SF. \$23,000. Call (505) 628-8610 or email: s7man@pccnm.com.

CATALINA 30, 1978. Good condition. All it needs is sails. See at Stockton Sailing Club, slip E26. \$7,000. (209) 869-3254.

ERICSON 30+, 7 sails: 2 mains, 1 full batten, 95, 135, 150, 155 genoas, spinnaker. 7 Barient winches, 4 self-tailing. Lewmar hatches. B&G instruments: knot, wind, depth, Hornet monitor. Universal diesel. H/C pressure water. Head with shower. Adler-Barbour refrigerator/freezer. Propane stove with broiler. Sleeps 6. 2 years in fresh water. Hauled in winter. Boat moored at Lake Tahoe. \$30,000. Please call (925) 367-6250 or email: indig@earthlink.net.

TRITON 29. Singlehand setup, roller furling, full keel sloop. Universal diesel, new shortblock inboard, less than 120 hrs. Pier 40 at Ballpark. \$6,000/obo. Please call (415) 587-7981.

CATALINA 30, 1982. Diesel, wheel, roller furling, like new sails, self-tailing winches, Autohelm, Garhauer upgrade kit, much more. At Lake Tahoe. \$27,000. Call (530) 644-7698 or email: recochrane@aol.com.

BRISTOL 29, 1967. A lovely, traditional, full keel, fast cruiser from the board of Halsey Herreshoff. She is a perfect singlehander with a self-tending jib and cockpit controlled whisker pole. She has always been well kept and is ready to go. Sleeps up to 5 with enclosed head, 25 gals water, stainless steel gas tanks. Atomic 4 power and new water-cooled exhaust system. Please call (510) 522-4175.

HUNTER 29.5, 1996. Excellent condition. Roller furling, Yanmar diesel, bottom paint 1999, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Berthed at South Beach Marina, Dock C3. \$54,000/obo. (408) 530-6167 (voicemail) or email: wkcho@ix.netcom.com.

CATALINA 30, 1976. Wheel steering, Yanmar diesel, rebuilt 2000, Martec folding prop, new custom cushions 1999. Pressure water, professionally maintained. This is a fast boat in great shape. \$15,500/obo. Call (415) 543-7333.



30-FT LYLE HESS CUTTER, 1997. Superior replica of Pardey's *Talesin* including wooden bathtub. Wooden Boat Show winner twice. Yanmar, aluminum LPU spar, jiffy internal reefing on boom, 100 year construction. Fast and beautiful. Fortman Marina, Alameda. \$185,000. Call Bob (831) 724-6337.

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MARINER 31 KETCH, 1969. Fiberglass hull. Very solid construction. Good sails. New bottom paint. Perkins diesel engine. New thru-hulls. Needs some more love. \$10,000/firm. Call (949) 300-6090.

FARALLON 29, 1976. Ruggedly built bluewater cruiser. Sleeps 6. 13 hp Volvo MD6B. Dodger, spinnaker, lapper. 200-ft chain, 2 anchors. High-density foam cushions. Some work needed. Berkeley Marina, A Dock, Slip 30. \$7,500. Michael (510) 655-4740.

ERICSON 29, 1972. Refurbished 1997, new standing rig, new main, new through hulls. Roller furling 150% genoa, Atomic 4. Many extras. Very clean, ready to sail. In family since 1975, appraised at \$12,500. Motivated seller, make me an offer. Call (714) 842-0859 or email: bersland@filenet.com.

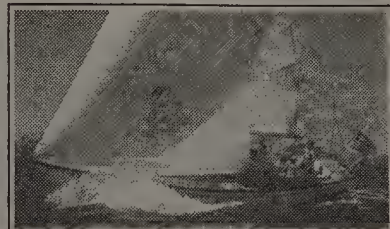
CORONADO 30, 1971. Mexico veteran, roomy and solid, 6-ft headroom, autopilot, solar panel, 120% and 150% genoa, 2 mains, VHF, Loran, Inboard 27 hp, windlass, needs TLC. Priced for quick sale. \$8,500. Call (415) 409-0916.

32 TO 35 FEET

CHEOY LEE 35, 1981. Perry design. Superb condition. Pathfinder 50, GPS, radar, Ham/SSB, VHF, autopilot, roller furling, dinghy with o/b, many extras. Located Puerto Vallarta, Mexico. \$54,000. Email: mbbellile@aol.com.

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ATKINS ERIC 32, 1978. All teak. 50 hours on rebuilt Volvo MD3B diesel. Dodger, Monitor vane, Webasto forced-air central heat. Boat show condition since new. Cruise veteran. Very comfortable. Beautiful interior. Teak decks. Sails very well. Asking \$44,000. Call (510) 234-9552.



OPUS 34, 1983. Danish built, Swan quality. For sale by original owner. 25 hp Volvo diesel with 3-blade folding prop, 3 jibs, 2 mains and spinnaker gear. In great condition and fully equipped. This beautiful tumblehome sloop is a must-see. \$45,000. Call (415) 383-3154.

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DEHLER DB1 33-FT SLOOP, 1982. World class. New batteries 2001, 17 bags of sails 1985. Not used since 1985. Fractional rig, perfect for racing/cruising SF Bay. Comfortable accommodations for 6. Located in Marina del Rey. Paid \$120,000. Sell for \$22,500. Call (323) 656-9933 or email: donpeakemusi@earthlink.net.

35-FT CUTTER, 1976. *True North*. 14 ton. Once documented. Fiberglass with teak finish. Sleeps 6. 7-ft headroom. Windvane steering, wind charger, 4-man liferaft recently repacked. New mainsail and trisail. Recent illness forces sale. Emeryville Marina, Pier 1, Slip H-5. \$23,000. Call (510) 601-8772.

RANGER 33, 1978. Racer/cruiser. Atomic 4, Force 10 two-burner stove/broiler, dual-propane, Statpower 40 amp charger with AGM batteries. 5 bags of sails. Headfoil, hydraulic backstay. All lines led aft, self-tailing winches. \$17,000. Please call (831) 480-6088 or email: Paulgr7@yahoo.com.

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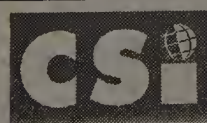
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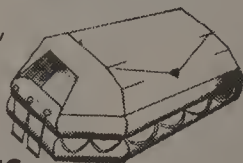
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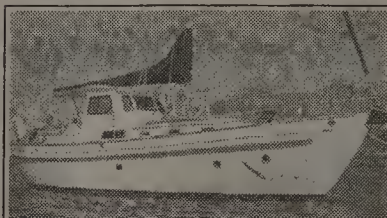
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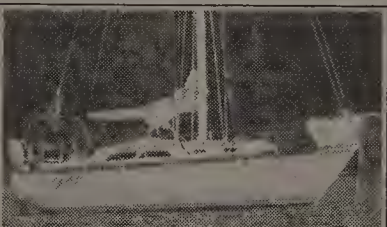
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36 TO 39 FEET

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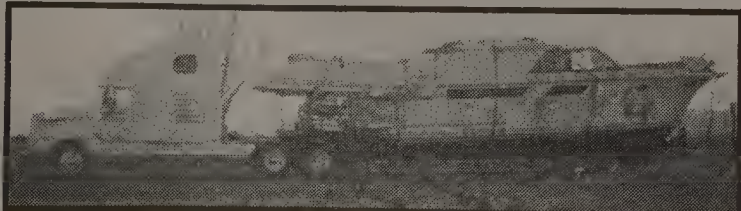
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RAFIKI CUTTER, 1977. Huntingford design. MD17C 35 hp, 1100 hours. Link 2000 and 440 amp house bank, May 2001. 2000 watt Heart inverter\charger. 120 amp starting bank. All new standing and running rigging, March 2001. Complete ground tackle, older electronics: ICOM 735 SSB\Ham with AH2 tuner, 24-mile Furuno radar, all in excellent condition. Hauled February 2000. 125 gals water, 100 gals fuel. RU 280 rollup dinghy with 3-1/2 hp Tohatsu. Solid, sturdy bluewater cruiser. Comfortable teak home. Cosmetic knicks and dings commensurate for 24 year old beloved. \$69,000. Call (619) 203-3900 or (907) 247-2970.

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COLUMBIA 50 SLOOP, 1974. Fiberglass. 60 hp Pisces diesel, Goliath hatches, six Barient self-tailing winches. 2 sails, 1 new, 1 old. Sleeps 6. Norseman fittings on lifelines, Maxwell-Nielsen 3000 anchor windlass, Suncor 45 lb anchor with 250-ft 3/8" chain. 2 Guzzle bilge pumps. SS bow and stern pulpits. SS sinks in galley and 2 heads. 8" Ritchie compass. 2 Groco heads. Force 10 3-burner stove/oven. VHF radio. Yachtmaster 3-ft steering wheel. Bass power grid. Interior unfinished. \$75,000/obo. Call Melody (707) 446-1489.

PETERSON 44 CUTTER, 1980. A well-maintained vessel, loaded and ready to go. Full specs, equipment list and photos are available at Web site: <http://osmx.com/towers.htm>. Vessel in La Paz, BCS, Mexico. \$119,500. Email: towers@osmx.com.



BENETEAU OCEANIS 500, 1989. French factory built, French flag. Four double cabins, one crew cabin, luxury interior. Electric freezer, electronics and more. Ready for cruising. 85 hp diesel, Perkins 4.236, autopilot. High performance boat. Currently cruising in French Polynesia. Could be delivered anywhere. US\$200,000. Email: paparone@datatex.com.ni for details and photos.

HARTAUG 49 KETCH. Ferro cement, flush deck, center cockpit, Isuzu diesel. LeFiell masts. Two station hyd. steering. Mahogany interior. Motivated seller. \$38,500 or partial trade. (650) 742-9957.

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CHEOY LEE CLIPPER 42, 1971. Fiberglass cruising ketch. Bill Luders design. TransPacific veteran. VHF, SSB, GPS, radar, depth, weatherfax, new stove/oven, rebuilt Perkins diesel, aluminum spars, windvane. Lying La Paz, ready to cruise. Patricia in Mexico 011-52 (114) 2-28-39 or email: sandpiper@cabonet.net.mx.



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45-FT SAMPSON SEQUOIA. Ferro cement center cockpit ketch. Sleeps 7, aft cabin, 250 gals water, 190 gals fuel. 80 hp Ford. Solar, full galley, good ground tackle, surveyed at 65,000. Located in P.V. Mexico. Must sacrifice, open to trades. \$15,000/cbo. Email for photos and more info: HOLeMO@hotmail.com.



46'10" CANTIERE DEL PRADO, 1999. Grand Soleil. Fiberglass construction. Superb workmanship, luxurious accommodations, exciting sailing design and drop-dead gorgeous describe this like-new performance cruiser. Accessories galore. Happiness galore. \$399,000. Marina del Rey Yachts. (310) 823-5464.

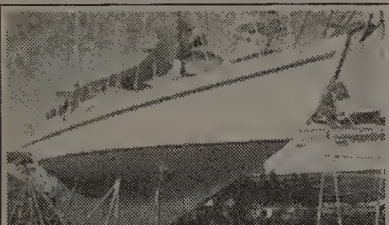
S&S 45 YAWL, 1970. Cimarron. Classic S&S design hand-crafted in Argentina out of exotic hardwoods. Boat is in 'yacht' condition. All systems including teak decks are either new or rebuilt. Nearly \$300,000 invested. If you're looking for that perfect nice sailing head-turner, you've just found your new boat. Offered at a fraction of its replacement cost. \$79,000. Please call Pat at (650) 941-3929 ext. 421 or email: ptkapr@aol.com.

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ALLIED SEA VENTURE 40 KETCH, 1979. Perkins 4-108 engine, all fiberglass, center cockpit, pedestal steering, main salon, 2 staterooms fore and aft, full keel, propane stove/oven. 15 cu ft fridge, H/C pressure water, large fireplace, teak cabin sole and more. \$56,000. Harbor Boat & Supplies. (707) 762-5711.

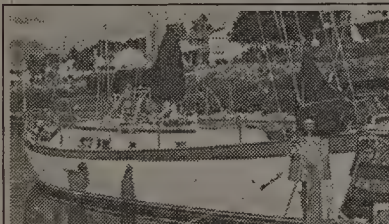
FREEDOM 40, 1976. Cat ketch, swing keel, draft 4'-7", center cockpit. Fast, comfortable, easily singlehanded. Roomy cruiser/liveaboard. GPS, refrigeration, radar, autopilot, watermaker, much more. Price reduced \$69,000. (360) 856-0100.



48-FT CUSTOM KETCH. Here's an exquisite woody with aluminum spars that can go anywhere. Planked with mahogany over oak frame with bronze fasteners. Powered by Detroit 120 hp. She's been hauled yearly since built in 1980. Sleeps 7 with nice layout below. Ala Wai Yacht Brokerage. Call (808) 943-2628 or email: hiyachts@aloha.com.

CT 41. Bluewater cruiser. Ketch rig. Lots of new parts. Perkins 107. Hurth trans. New paint top, bottom and spars. Needs minor repairs and finish work to complete. Berkeley berth. \$30,000. Please call Tom (808) 322-2548.

FORMOSA 41 KETCH, 1978. Newly refitted. Ready to cruise. Located in Puerto Vallarta, Mexico. \$60,000. For details please call (805) 481-7994 or email: Shanti25@aol.com.



TANTON CT-44 CUTTER, 1986. Exceptional shape, custom interior, new bottom 2001. Windlass, autopilot, large chart table, refrigeration, electronics, dodger, Yanmar 66 hp Turbo, 8 winches. Ready for the Ha-Ha. Throw on your stuff and leave. Must sell. Call (805) 986-7029 or email: snikkolas@hotmail.com.

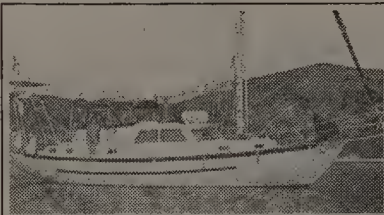
HUNTER 430, 1995. Very Bristol. Panama Canal transit veteran. Long-term cruise equipped. Bright, modern, roomy. 100 gals fuel, 50 hp Yanmar diesel, 6 kw genset, air conditioning, watermaker, radar, GPS, etc. In water at San Leandro Marina. \$177,500. Call (925) 968-1849. For detailed specs and extensive equipment list e-mail: windance99@aol.com.

KELLY-PETERSON 46, 1983. Center cockpit cutter. Fully cruise equipped. Survey 4/01. Complete equipment and upgrades on Web site: www.linknet.com.au/binda/bravo. \$199,500. (707) 484-7924.

YORKTOWN 40 SLOOP. New boat, center cockpit, aft cabin. Hard dodger, alum. spars, Edson wheel steering, ss portlights, ss anchor platform, anchor windlass, ss winches. Maple sole, Yanmar diesel, H/C pressure water. Price incl. launch and commissioning. \$92,500. (714) 573-9043 (eves 7-10 pm).

NEWPORT 41, 1984. Barracuda. C&C designed cruiser/racer/liveaboard. Performance, comfort, and a unique open interior with 17 opening ports. Many upgrades. Photos and details at our Web site: www.sisterships.com/newport.html. \$59,500. Call (510) 444-6130.

PASSPORT 45, 1981. Center cockpit ketch. Peterson design. Excellent condition. Fully equipped to cruise. Located in PV, Mexico. \$158,000. See at Web site: www.geocities.com/grumpy109/passport45.html. For more info please email: grumpy109@yahoo.com.

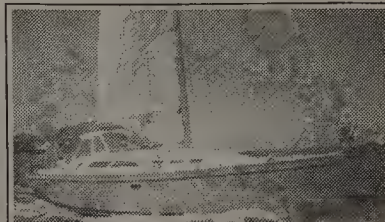


ANACAPA 42, 1974. Turnkey cruiser has it all right down to the silverware. 3 GPSs, radar, SSB, 2 VHF's, autopilot, wind generator, refrigeration, 2 steering stations, liferaft, RIB inflatable, 8 hp outboard, new sails, roller furling, hydraulic anchor winch, new rigging, solar panels, 100 hp Chrysler Nissan diesel, 2 heads, hot water, CD stereo, TV, tools, microwave. Spares for extended cruising. Complete list plus pictures at Web site: www.bajayachts.com. Vessel lying Alameda, CA. Asking \$89,500. Call (510) 521-3285 or email: searunner2@yahoo.com.

ALDEN SCHOONER, 1929. LOA 55. LOD 43. LOW 37. Beam 12.5. Draft 5.5. Hull speed 8.5. Total end-to-end refit in 1990, over 700 photos documenting work. Safe, beautiful strong bluewater cruiser. Beautiful interior. Boat priced to sell. \$65,000/cbo. Owner financing for right case. Will consider partial trade for 3/4 to 1 ton diesel truck or 28/29-foot sailboat with trailer for short liveaboard trips. All must be newer models. Please call (530) 274-3263 or (530) 400-3255 (cell).

MORGAN 41 CLASSIC, 1987. Center cockpit, sloop rigged. Accommodations for 7, 2 heads. Morgan/Catalina modified fin, skeg hung protected rudder, built for long distance sailing. Roomy liveaboard. Clean, dry vessel. Tons of storage. Yanmar 44 hp diesel. New 2000 Doyle stackpack main, new 98% headsail on Harken roller, 135% and 150% below. Hard dodger, bimini. NFM portlights. Call for a test sail. Located in Alameda. \$125,000. Call Carl (408) 559-8733 (hm) or (408) 482-5633 (cell).

PASSPORT 40 CUTTER, 1986. Ocean-going cruising yacht. Unique u-shaped salon seating. Solid teak interior. New standing rigging. 900 hour remanufactured Perkins 4-108. Sea Frost freezer/refrigerator. Trace inverter. Davits. Full dodger and bimini. Original owners. \$185,000. Please call (408) 223-2779 or email: ann@michannapartners.com.



CATALINA 400, 1996. 40-footer. 2-cabin. Excellent condition. B&G wind, depth, speed with GPS all on pod. B&G autopilot, Heart inverter/monitor. Separate start battery, TV, VCR, microwave, stereo, cruising chute, dinghy with motor, Martec folding prop, dodger, bimini. Original owner. Never chartered. Many other extras. San Diego. \$168,000. Please call (858) 638-4134.

LIBERTY 458, 1983. 46-ft cutter, aft cabin, den with double bunks, 2 heads, center cockpit, windshield, full enclosure, new Hood Vectran fully battened main with roller furling headsails, diesel heater, washer/dryer, liferaft, watermaker, GPS, SSB, weatherfax, radar and more. See Web site: www.emard.com. \$199,500. Call (415) 383-8122.

DOWNEASTER 41 PILOTHOUSE, 1981. Divorce forces sale. 65 hp diesel, sloop, radar, roller furling, VHF, 300 fuel, pressure water, 2 cabins, depthfinder, ST winches, 12V windlass, propane stove, 35-lb CQR, autopilot. \$47,000. Call (530) 477-8677 or (530) 477-7935.



45-FT PILOTHOUSE SAILBOAT. Cold molded fir hull and red cedar deck and house. Bob Perry design. Fine woodworking throughout. Well equipped. Great liveaboard and cruiser. Sailed beautifully to Sea of Cortez. \$155,000. See Web site: www.deluxewoodworking.8m.com. Call (425) 649-9316.

S&S 42, 1970. Chris Craft built. Fiberglass, bulletproof, fast, classic. Many upgrades. Mast, rigging newly replaced. New Profurl. Sails, anchor gear. New dodger, wiring, plumbing, topside paint. Strong, reliable Perkins 4-107. \$64,500/cbo or 1/2 interest? Call (415) 331-7576.



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PALMER JOHNSON 71 SLOOP, 1984. S&S design, classic lines on a newly painted hull. Teak decks with freshly varnished cabin and cap rails. Spacious galley and salon. Three staterooms, two heads. Crew quarters sleeps two with ensuite head. Electric winches, roller furling headsails. Volvo diesel, variable pitch prop. Zodiac with 40 hp. \$595,000. will consider trades. Call (949) 369-9456.



55-FOOT VALEO GENOA KETCH. Motorsailer. Equipped for world cruising. 200 hp turbo-charged Volvo. 12-1/2 & 6kw generators. Air conditioned. Roller furling genoa & main. Gourmet galley & wet bar. 10-ft. Zodiac. Reduced. \$199,000. Please call (415) 453-6127.

66-LOD GAFF RIG SCHOONER, 1984. Molded steel combination sail and commercial albacore, No. and So. Pacific experienced. Large hold, part sail rigged. Very seaworthy and safe for ocean crossing and cruising. Cat. J. Deere. \$350,000. Please call (805) 438-4653.

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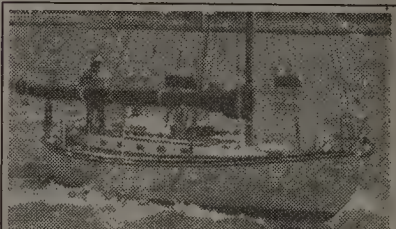
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RHODES 33, 1946. Classic racing sloop. Mahogany on oak. Work done in 1995/96 includes: Refastened with silicon bronze, caulked, ribs, new deck, new hatches, misc. Moving, must sell. Best offer. Call (925) 671-7153.

30-FT MONTEREY FISHING TROLLER, 1930. Double-ended. New diesel, custom interior canvas. Currently berthed at Redwood City Marina. Great shape. A real classic. \$6,500. Call (530) 426-3422.



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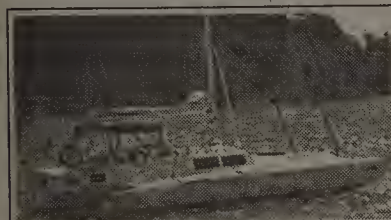
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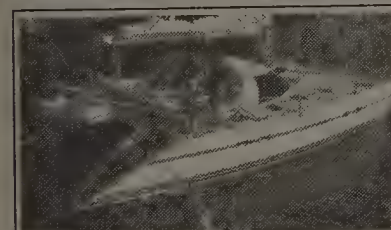


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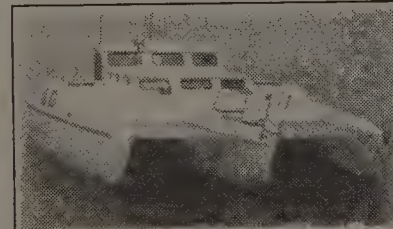
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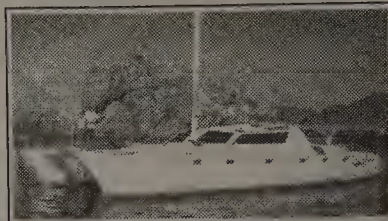
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1997 KELSALL CUSTOM CATAMARAN. 55' x 26'. Spacious salon, 5 berths - 2 king, 4 heads. Inside/outside steering, two 50 hp Yanmar diesel saildrives. Inverter, SSB, radar, autopilot, 12-ft hard dinghy, 8 hp Johnson. New bottom paint/survey. \$480,000. Call (805) 245-9598 or email: Manta@pocketmail.com.

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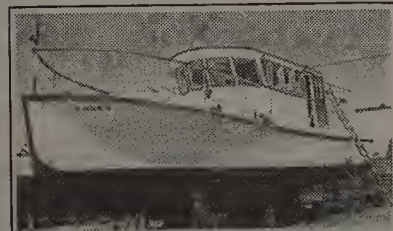
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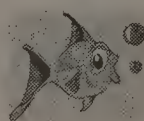
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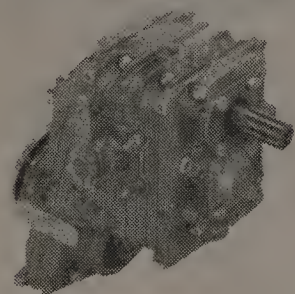
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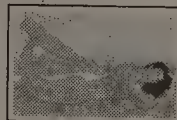
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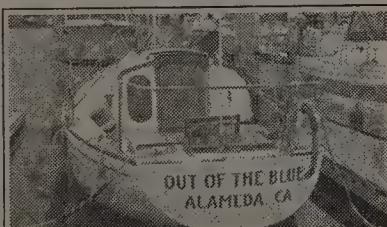
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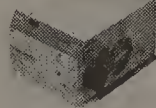
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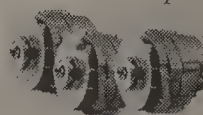


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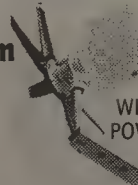


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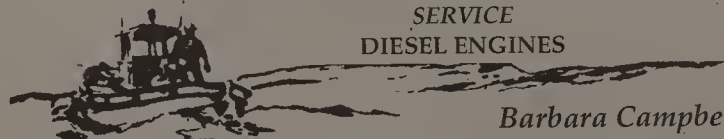
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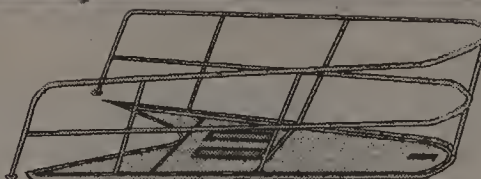


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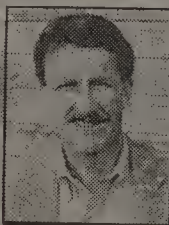
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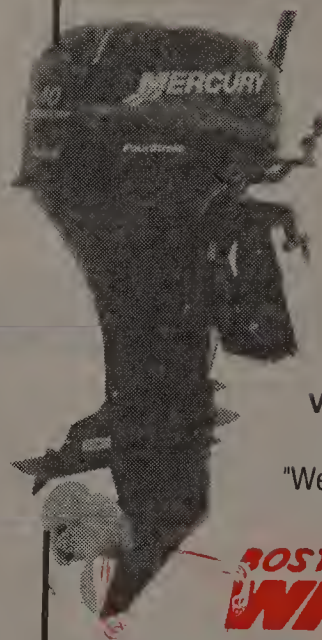
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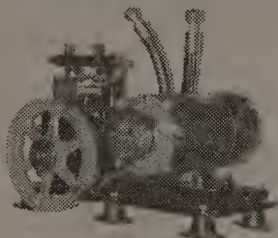
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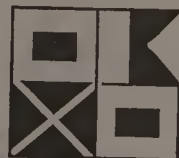
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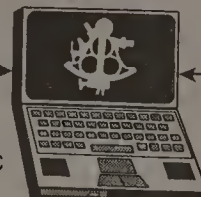
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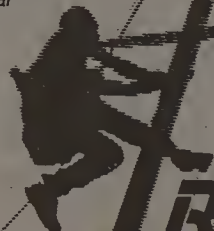
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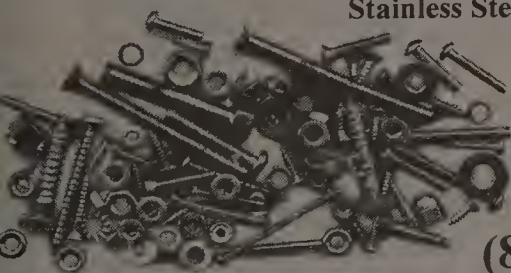
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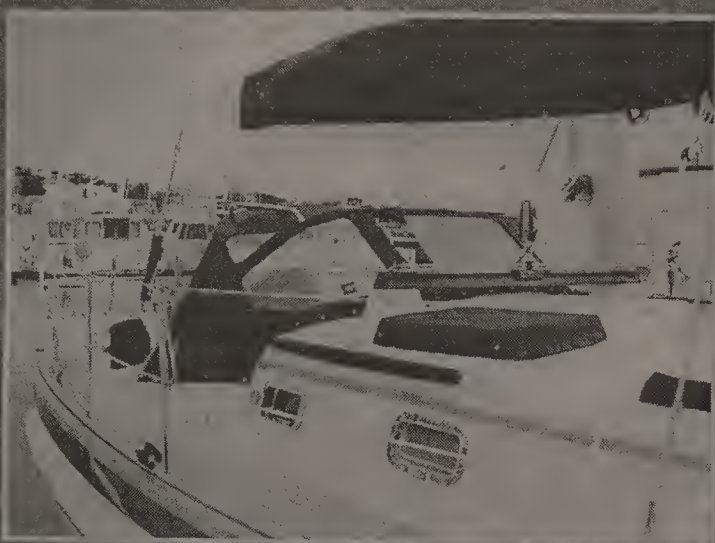
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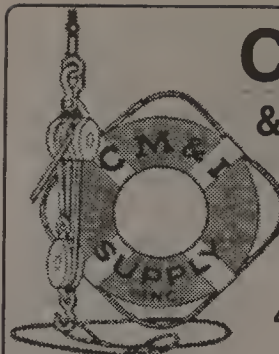
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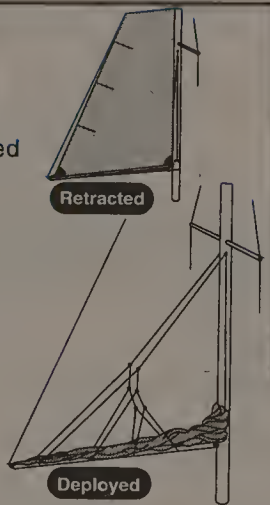
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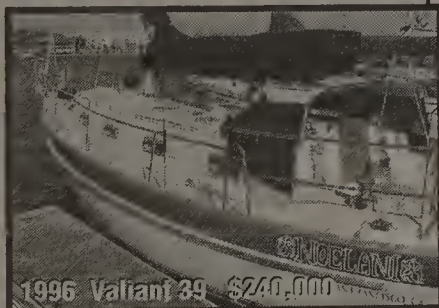
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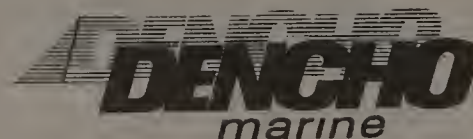
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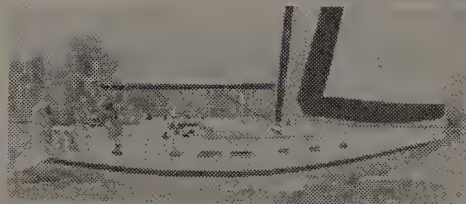
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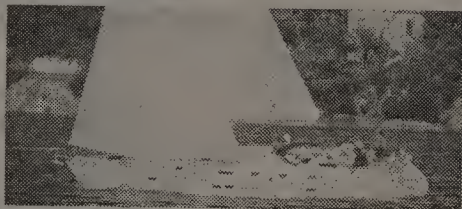
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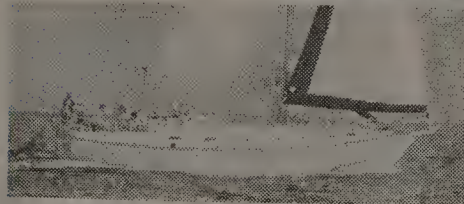
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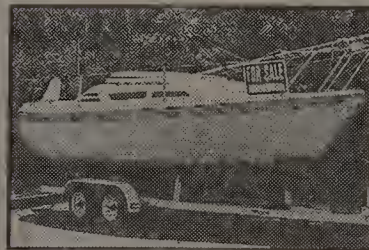
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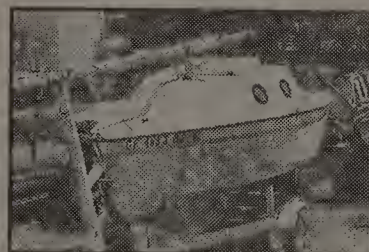
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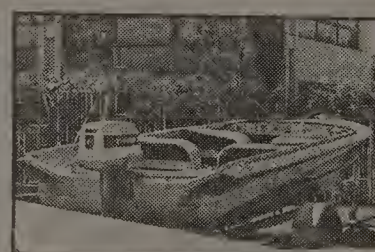
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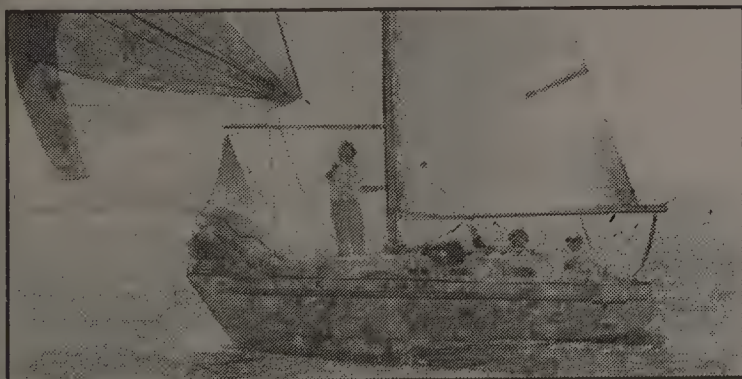
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Jeanneau	Sun Odyssey 51	Sirius Star	Tartala	1994	\$133,300
Jeanneau	Sun Odyssey 51	Aludra Star	St. Martin	1995	\$140,300
Beneteau	Oceanis 510	Alkaid Star	Tartala	1994	\$133,300
Beneteau	Oceanis 510	Rea	Tartala	1992	\$126,300
Beneteau	Oceanis 510	Palair Star	Martinique	1994	\$133,300
Beneteau	Oceanis 500	Nasy Pearl	S. France	1990	\$113,700
Gibert	Gib Sea 472	Mimasa Star	Tartala	1994	\$108,100
Gibert	Gib Sea 472	Agna Star	St. Martin	1995	\$113,700
Gibert	Gib Sea 472	Vlaminck	Martinique	1995	\$113,700
Beneteau	Oceanis 461	Sunsil	Guadeloupe	1996	\$127,700
Jeanneau	Sun Odyssey 45	Mamma Babs	Tartala	1996	\$220,000
Beneteau	Oceanis 440	Tadj	Puerta Rica	1991	\$ 81,400
Beneteau	Oceanis 440	Tam Ralfe	Puerta Rica	1991	\$ 81,400
Beneteau	Oceanis 440	Anibal	Annapolis	1996	\$105,200
Beneteau	Oceanis 440	Heliantine	Tartala	1996	\$105,200
Beneteau	Oceanis 440	Dumba	Tartala	1996	\$102,400
Beneteau	Oceanis 440	Lau Piguet	Cuba	1991	\$ 81,400
Beneteau	Oceanis 44CC	Isabelle	Tartala	1996	\$150,000
Beneteau	First 42s7	Madigliani	Antigua	1995	\$ 89,800
Beneteau	First 42s7	Manet	St. Martin	1995	\$ 89,800
Catalina	C-42	Island Time	Tartala	1996	\$135,000
Beneteau	Oceanis 400	Havika	St. Vincent	1994	\$ 82,800
Beneteau	Oceanis 400	Renair	St. Martin	1995	\$ 85,600
Hunter	40.5	Bacchus 11	Tartala	1996	\$ 84,200
Wauquiez	Centurian 36	Magnum	St. Martin	1994	\$ 75,000
Wauquiez	Centurian 36	Blanche Belle	St. Martin	1994	\$ 85,000
Beneteau	Oceanis 351	Dami	Annapolis	1995	\$ 67,400
Beneteau	Oceanis 351	Ilana	Tartala	1996	\$ 59,000
Hunter	336	Augusta	Tartala	1995	\$ 44,000
Hunter	336	Cap n Tarrie	Annapolis	1995	\$ 40,700
Hunter	336	Sangria	Annapolis	1995	\$ 40,700

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Wauquiez	Kranas 45	Sagitepas	St. Martin	1995	\$287,000
JTA	Lagoon 42	Dubhe Star	Martinique	1994	\$140,300
Fauntaine	Venezia 42	Lea	St. Martin	1996	\$165,600
Catana	Catana 411	Sandy Island	Hyerres, France	1994	\$209,700
Jeantat	Privilege 37	Cesare et Rasal	Martinique	1996	\$115,100

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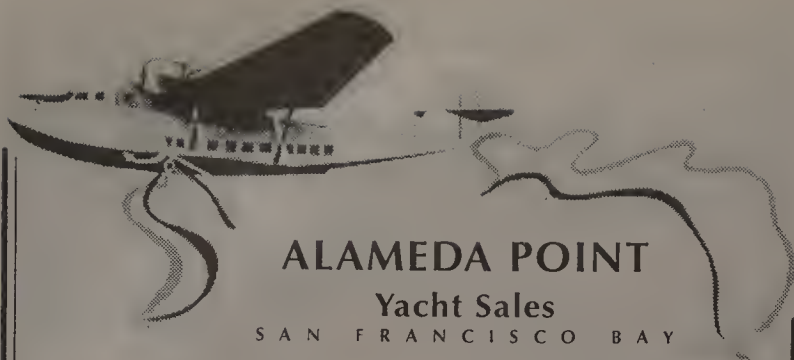
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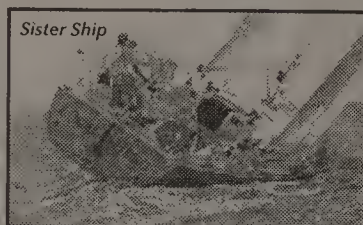
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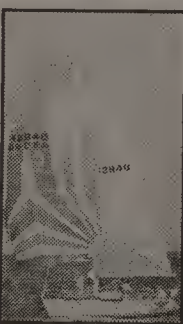
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45 Hunter 450*	1999	\$250,000	36 Islander	1974	\$35,000
44 44' Custom/Race*	1998	\$118,000	30 Cape Dory*	1982	\$29,000
41 SYDNEY YACHT*	1994	\$195,000	29 Columbia*	1977	\$15,500
41 Hunter 410*	1999	\$174,000	27 Catalina*	1981	\$15,500
40 CAL 40*	1964	\$56,000	27 CS Yacht*	1979	\$12,500
39 Nelson/Marek*	1995	\$135,000	25 Dullia*	1987	\$10,000
38 Hans Christian*	1979	\$99,500	25 Coronado*	1971	\$2,800
37 Wylie	1988	\$88,000	25 Cape Foulweather*		\$1,800
37 Hunter 376*	1996	\$129,000			

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39 Bestway Trawler	1982	\$119,000	24 Glas Ply*	1983	\$13,900
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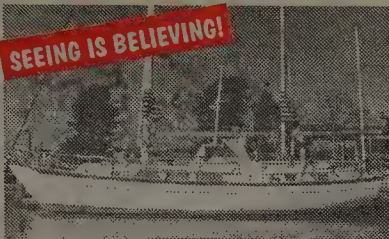
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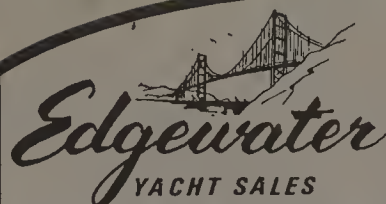
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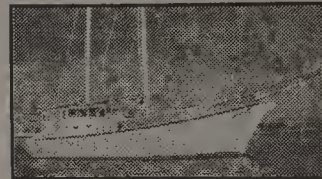
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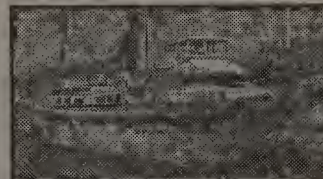
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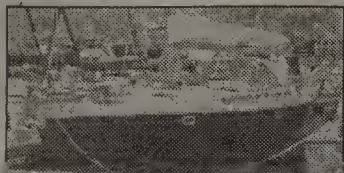
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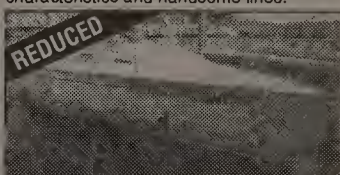
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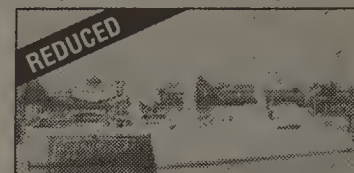
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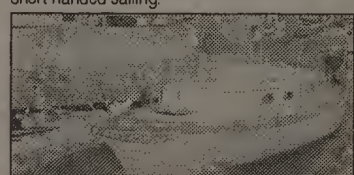
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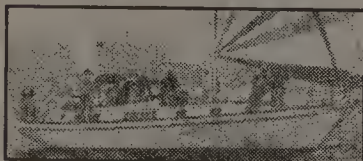
Come see our new Catana 471, Le Chalon Fou, at the Lake Union Boat Show in Seattle, WA, September 12-16 and at the 2001 International Sail and Powerboat Show in Long Beach, CA, Oct. 17-21

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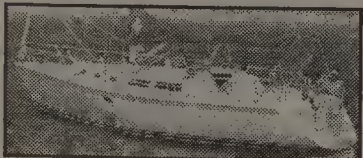


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50' GULFSTAR KETCH
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42' CATALINA, 1990
A spacious three stateroom layout, race-bred hull and beefy rig. Walk-thru transom, furling, lazyjacks, new main and nice electronics. **\$122,500.**



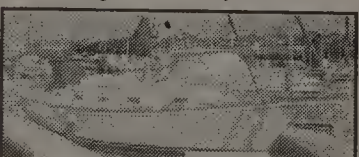
40' PANDA CUTTER
"Turnkey" is apt for this beautiful bluewater cruiser. Navico 8000 AP and Monitor vane, furling jib and staysail, and much more. **\$169,500.**



43' HUNTER LEGEND, 1991
Popular layout. Roller furling, radar Corian counters, inverter, full cockpit enclosure. A very nice boat. **Asking \$139,000.**



42' LANCER
Unique layout with island queen & Pullman staterooms and large quarter berth. Furling, Dutchman flaking, Onan generator. **\$89,000.**



35' ISLAND PACKET
One of the more spacious bluewater boats available on the market today. Fully cruise equipped. Just back from Sea of Cortez and ready to go again. **\$155,000.**

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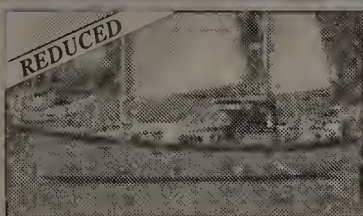
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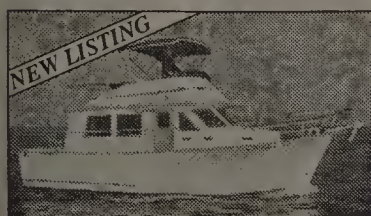
REDUCED
45' HARDIN XL, '88. Queen aft master stateroom world cruiser! Molded in FG, non-skid decks. 60hp Lehman dsl, 5kw 3 cyl. Northern Lights gen. Beautiful teak int., full electronics, cold plate refer/freezer, watermaker. Anodized alum spars, turnkey condition! **Reduced to \$184,900.**



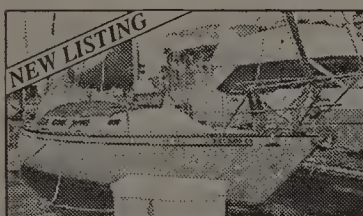
REDUCED
44' MASON KETCH. A must see! An outstanding example of Ta Shing's fine construction and the graceful, seagoing lines of Al Mason. She has a light and airy beautiful blond teak interior. Her knowledgeable owner has kept her in "stock the galley and go" condition. Continuous maintenance shows pride of ownership of this modified full keel, skeg hung rudder, bluewater cruiser. **\$239,000.**



28' BRISTOL CHANNEL CUTTER, '94. A beautiful Sam L. Morse Company built Bristol Channel Cutter in mint condition with extremely low hours. This fast classic Lyle Hess design has had extremely light use with less than 50 hours on the Yanmar diesel. Lots of as new cruising gear. New wife says boat must go! **Asking \$124,900.**



NEW LISTING
This 1983 CLIPPER 31 is a unique small trawler yacht that was designed for the Australian charter market to the exacting standards of Australian maritime requirements for yachts carrying passengers for hire. We built and imported this vessel for its current owner. Extremely light hours on the diesel, with an interior which shows like new. **Asking \$58,900.**



NEW LISTING
38' CATALINA '81. Very clean cruise equip'd & pampered, '98-'99 up-grades, include: new uphst., cockpit cushions, dodger & bimini, full batten main, elec. wndls., custom rodor arch built into stern pulp., uprod. chrg. & bat. systm. w/4 new batteries, transm. & eng. overhauled in 1998 and more. Well maintained & equipped cruiser that sails well. **Asking \$56,900.**



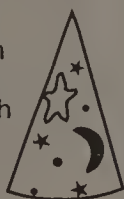
1986 43' MASON KETCH. A modern classic, built by Ta Shing. Well loved and cared for! Partial equip list includes: Brand new diesel, Westerbeke generator and much more. Baby coming soon, seller wants offers now! **Asking \$199,000.**



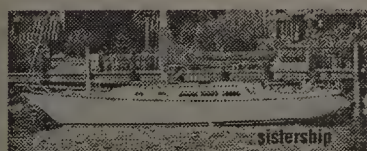
43' GULFSTAR SLOOP, '79. A great center cockpit cruising boat! Set up for blue water featuring a NEW 50hp Perkins diesel, new diesel gen., NEW Avon dinghy, new Honda 8hp o/b, Avon 4-mon liferaft, Autohelm 6000, Harken roller furling, Borian self-tailing winches, and much more. Price reduced! **Asking \$89,000.**

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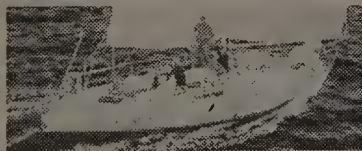


NEWPORT 41. Proven racer w/Perkins diesel – now time for performance cruiser or possible liveaboard. Best buy at **\$45,000.**

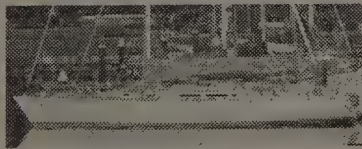


PAKELE. Custom ultra light racer/cruiser. Major restoration 2001. Diesel, Pacific Cup special!!! **\$45,000.**

70' Andrews, race, carbon mast 425,000
70' Andrews, cruise, full interior 495,000
68' Andrews turbo sled 690,000
60' Beck R/C cutter 225,000
52' Santa Cruz race/cruise 595,000
52' Santa Cruz #29 for May 2002 Call
51' Custom racer/cruiser 249,000
50' Open, new everything!! 259,000
50' Open by Concordia 179,000
50' Catamaran, 4 staterooms 395,000
43' Young Sun, hard dodger 99,000
41' Sydney Racer/Cruiser 275,000



SOVEREL 33. Great racer or fast pocket cruiser. Built by Soverel. Go fast in this winner. **\$29,500.**



SANTA CRUZ 52. Fast is fun Bill Lee design. Features a unique layout to meet a wide range of needs. Excellent sails and equipment. Past Big Boat winner and a happy cruiser too. She will get you there fast and safely too. **\$529,000.**

41' Newport, best buy 45,000
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40' Olson, great racer/cruiser 85,000
40' Tripp, masthead 85,000
40' Farr one design 295,000
39' Screamer 40, quick 39,000
36' Mumm, fractional racer 95,000
34' Cal, great boat 19,000
32' B Boat, fractional racer 45,000
30' Figaro, water ballast 49,500
30' Mumm, one design, diesel (2) 75,000
25' B25, slick little racer 29,000



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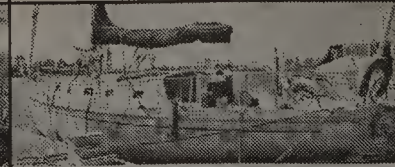
55' Tayana Center Cockpit Cutter '88 World cruiser ready for action! Ocean racer performance. 3 strms. & walk-in eng. room. All sails w/roller furl. 130 hp. Complete Electronics *See this one!*



43' Hans Christian Ketch '82 Bristol cond. Complete engine o'haul, new electronics, 7.7 kw, air conditioning, 7 sails, complete galley, cruise ready! **Asking \$189,900**



45' Explorer Ketch '79 Incl. 100 hp Volvo dsl., good sails, dinghy, the right elect'r's., Hungerford design, cruise ready, owners health forces sale. **Make Offer!**



45' Coronado Sloop '75 Clean and spacious interior, exterior in good shape. Dsl. power w/ low hrs., great liveaboard! **Asking \$54,000** but owner anxious – make offer!!!



30' Hunter Sloop '79 Includes 2 cyl. Yanmar, roller furling, spinnaker, shwr, pressure water, electronics. Good buy!

At \$19,500



47' FORMOSA STAYSAIL CRUISING KETCH, '80 Primo cond., well equipped, includes Ford Lehman 80 hp diesel, Cross gen., inverter, watermaker, +/- **\$189,900**

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CUSTOM 75' SCHOONER. Built in 1995 of ferrocement at a very reputable yard, *Condesa del Mar* has been finished with care and quality materials. Sleeps 8 in 4 staterooms, large galley, laundry and ample storage. In San Rafael.



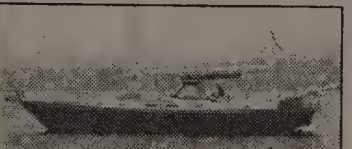
39' GULFSTAR. 1982. Popular Sailmaster design with raised salon. Lovely teak interior. Wheel steering, roller furling, new canvas and electronics. Excellent condition. East Coast.



58' BOOTHBAY. Built in 1975, this Boothbay yawl has always been kept in yacht condition. She recently completed a Transatlantic crossing and underwent many upgrades in the process. A beautiful, classic yacht in excellent condition.



54' HUNTER. 1981. This Hunter 54 has just completed a refit including a new engine, interior, refinished joinery, new upholstery, standing rigging, hatches and electronics. A great value.



BRISTOL 47.7. 1986. *Laurant III* is a beautiful example of the popular & well regarded Bristol 47.7. Her CB/keel design offers excellent performance in all conditions. Well suited for shoal draft cruising. East Coast.



42' CHRIS CRAFT. 1970. Beautiful Sparkman & Stephens design, bullet proof F/G semi-custom ocean racer/cruiser. New interior paint and varnish, new paint in cockpit and on decks. Over \$85,000 invested. Great value offered at \$65,000.



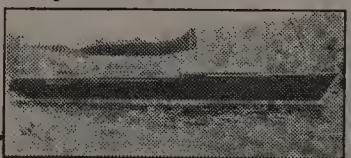
38' CATALINA. 1978. Popular Sparkman & Stephens design. Excellent performer on all points of sail. Roomy interior, sleeps 5. Needs some TLC to bring her up to a comfortable, well found family cruiser.



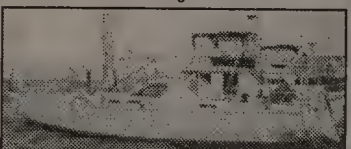
71' OCEAN. 1972. Built by Southern Ocean Shipyards. USCG CERTIFIED for 46, this refit yacht is available with an established charter operation on San Francisco Bay. Call for details.



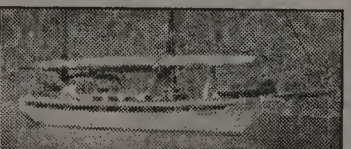
62' DYNAMIQUE. The Dynamique 62 combines luxury & comfort while still capable of high speed cruising. Interior is airy & spacious, 6'6" hdm, beautiful teak finishes. Full instrumentation & all cruising amenities. East Coast.



56' ANDREWS. Built to the highest standards. Offers the best of both worlds. Exceptionally fast cruising yacht, 2 queen S/Rs, all cruising amenities, full race inventory and impressive race record. Outstanding condition.



48' JON MERI. 1989. This performance cruising yacht offers an attractive pilothouse with full dual station, 3 staterooms, electric roller furling. Built to highest standards in Finland. RECENT PRICE REDUCTION.



47' FORMOSA. 1980. This custom Puvieux designed ketch has a lovely 'old style' teak interior. Lots of living space. Currently lying in San Rafael with a LEGAL LIVEABOARD SLIP. Recent price reduction.



C&C 39. *Shillelagh* is a famous SF Bay boat having been sailed to many wins in various regattas. Lovingly cared for by present owner, she shows like new. Sleeps 6 comfortably, enclosed head w/shower. Priced to sell.



38' MORGAN. 1978. This proven design is ideal for the Bay. Large interior, liveaboard or family cruiser. Low hours on Yanmar, extensive cruising gear including vane, new canvas and dodger.

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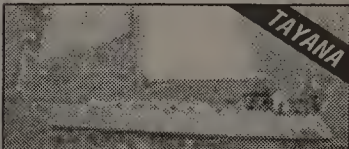
t a y a n a y a c h t s



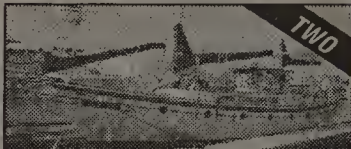
460 TAYANA VANCOUVER PH
100 hp. Yanmar / 300 gal. of fuel. Two or three cabin layouts only \$345,000.



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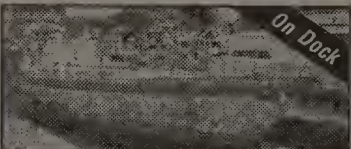
47' VAGABOND KETCH New to the market
38' BLUEWATER WESTWIND



ISLAND PACKETS Late model
37, 40 & 44. Well below price of new.



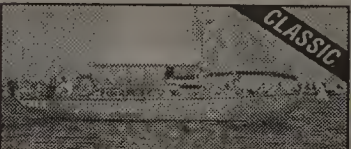
39' FOLKES '88 Steel, Cutter, Hard Dodger,
new paint, well equipped. Make an Offer.



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40' PASSPORT
'82 and 1985 famous
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41' CHEOY LEE KETCH
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41' MORGAN & 46' MORGAN



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38' DOWNEAST CUTTER RIG, '79
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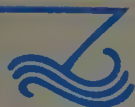
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NEW LISTING

See at: www.marottayachts.com



30' ISLANDER, 1979 A very clean example of this ever-popular sloop, she's also outfitted with the key elements needed for comfort and convenience: diesel engine, roller furling, jib, wheel steering and a substantial dodger. She's also lying in a transferrable Sausalito Yacht Harbor slip; note there's currently a multi-year waiting list to get into this marina. **\$28,000**

NEW LISTING

See at: www.marottayachts.com



32' ARIES Classic canoe-stern full keel sloop with raised cabin top. Boat in nice shape. She surveyed well six months ago. Long term one owner boat with updated rig including aluminum mast and boom, running and standing rigging, headsail, mainsail and spinnaker. Westerbeke diesel, always well maintained. Prime Sausalito Yacht Harbor slip can transfer. **\$27,500**

See at: www.marottayachts.com



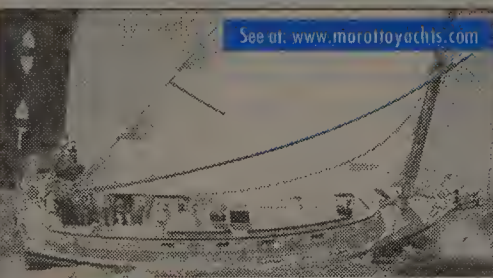
37' IRWIN CTR CKPT KETCH, 1980 Two-owner boat, current owner since '88. New fuel tank '96, new teak & holly sole '92, Perkins 4-108 diesel with rebuilt transmission, new stainless steel shaft and bronze prop '92. Vessel has nice two cabin, two head layout, is fundamentally sound, largely original and priced accordingly — note average asking price for this vessel is in the low \$50s. **\$36,000**

See at: www.marottayachts.com



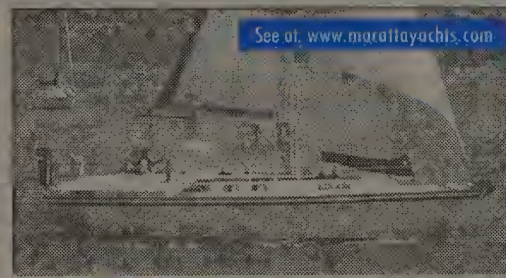
46' SPINDRIFT, 1983 Bristol example of this lovely cruising yacht. Dark blue hull, teak decks, full keel with cutaway forefoot, skeg hung rudder. Harken roller furling headsail and staysail, full bottom main w/BAT cor, drifter, sails & running rigging practically new. Sausalito Yacht Harbor slip can transfer. **Reduced to \$199,000**

See at: www.marottayachts.com



36' NONSUCH, 1987 This stiff, seakindly vessel is a breeze to sail shorthanded, and at home in SF Bay conditions. With new: full-bottom sail, running rigging, bottom paint, cockpit cushions and meticulous maintenance, Fast Lucy is Bristol. Sausalito YH, slip can transfer with vessel. **Reduced to \$119,000**

See at: www.marottayachts.com



39' COLUMBIA, 1979 This center cockpit yacht shows YEARS newer than actual age! Vessel equipped with central air, Onan generator, roller furling jib and main. Bottom just pointed, brightwork renewed, replumbed and rewired. Surprisingly spacious layout with master SR aft, great headroom throughout. **\$99,000**

See at: www.marottayachts.com



41' PEARSON RHODES, 1965 \$150,000 refit over the last three years, this yacht is absolutely immaculate! Note she was built in Bristol, Rhode Island (at the site of the former Hereschoff yard), and with her classic East coast lines and pedigree, she turns heads wherever she goes. With a full keel with cutaway forefoot and updated systems, she sails like a dream on the Bay and must be seen to be appreciated. **Major Reduction to \$79,000**

See at: www.marottayachts.com



38' NANTUCKET, 1984 Comfortable cruiser was extensively refurbished in '97 (new teak deck, stanchions, lifelines, Lewmar hatches, head, galley washer/dryer installed, interior wood refinished). Since then, new thru hulls, battery charger/alternator & Yanmar diesel overhauled. Comfortable aft stateroom with transom port lights. **Reduced to \$74,000**

REDUCED

See at: www.marottayachts.com



31' PACIFIC SEACRAFT MARIAH, 1977 Rare Pacific Seacraft double-ender, big sister of renowned Flicka and proven bluewater cruiser! When she was built, the Mariah was supposedly the most expensive recreational boat of her size ever built. This two-owner boat is in exceptional shape topsides and below. Never cruised, she's a must-see if you're in the market for a stout go-anywhere cruiser with traditional lines. **Reduced further, now \$59,000**

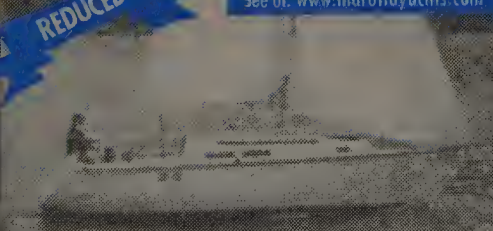
NEW LISTING

See at: www.marottayachts.com



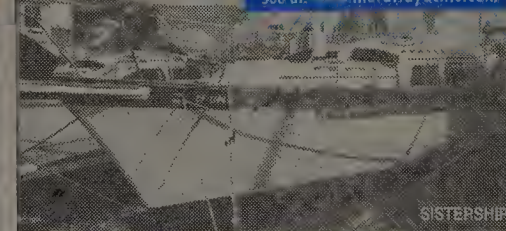
50' GULFSTAR, 1977 w/ample accommodations & storage, keel stepped mast, skeg hung rudder and reasonable price, the US-built Gulfstar 50 MkII represents tremendous value in a comfortable cruising/liveaboard sailboat. Vessel has had much recent work, incl. resteped & LPU'd masts/booms, reworked Onan 7.5kw gen., new shaft, outloss bearing, PSS dripless packing gland just installed, bottom painted, etc. Full bottom main, 3 headsails, RF, sails in good shape. 80hp Perkins diesel, powerful engine for sailboat this size. **\$129,000**

See at: www.marottayachts.com



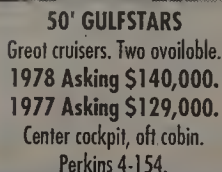
29' C&C, 1977 Vessel shows very nicely, as over \$20,000 spent on her over past 2 years: new running rigging and standing rigging (including halyard and topping lift), new lifelines, rebuilt boom (incl. gooseneck), new gel cell batteries, new cushions, new depthsounder and VHF radio, replaced through-hulls and rudder sleeve/bearings, new aluminum fuel tank, replaced engine starter, installed in-line fuel filter, completely rebuilt steering system, etc. Vessel very competitively priced, owner motivated. **\$16,000**

See at: www.marottayachts.com



37' IRWIN CENTER COCKPIT CUTTER, 1979 This popular two cabin, two head center cockpit cruiser has just been extensively refurbished. Topsides newly buffed and waxed, interior and exterior wood refinished, new cushions, new fuel tank, heater, two new gel cell batteries, Perkins diesel engine just completely serviced. Vessel not yet Bristol, but well on her way. Price just reduced again, owner motivated and offers encouraged. **\$44,500**

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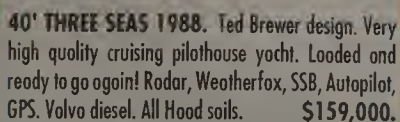
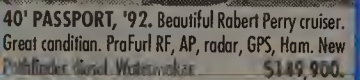
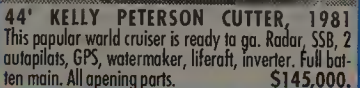
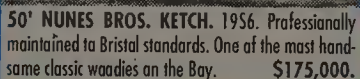
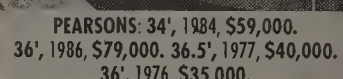
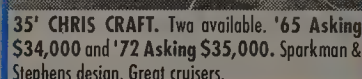
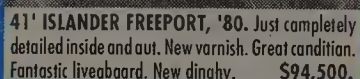
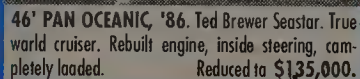
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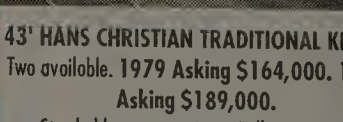
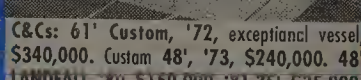
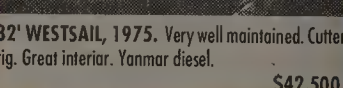
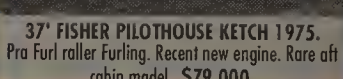
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SELECTED CRUISING YACHTS

SAIL		38' MDRGAN	2 from	58,000	28' CAL	'64	8,000	
95' TOPSAIL SCHOONER	'45	250,000	38' DOWNEASTER	'75	40,000	28' SABRE	'76	22,000
61' C&C	'72	340,000	38' FALES	'79	59,300	28' TRAEWIDONS	'67	24,500
57' BERMUOA KETCH	'75	79,000	37' PASSPORT	'85	105,000	28' ISLANDER	'78	25,000
56' RELIANT	'91	160,000	37' GULFSTAR	'79	68,500	28' ISLANDER	'83	21,000
54' CT	'74	187,000	37' FISHER	'75	85,000	28' JENSON	'60	22,000
51' FORMDSA	'81	139,000	37' HUNTER	'85	52,500	27' O'AY	'78	11,900
50' NUJNES	'56	175,000	365' PEARSON	'77	40,000	26' OAWSON	'76	8,000
50' GULFSTAR	'78	140,000	36' ISLANDER	'74	25,000	25' CORONADO	'63	3,000
50' GULFSTAR	'77	129,000	36' PEARSON	'77	79,000	25' US	'82	5,500
48' C&C	'80	159,000	36' PEARSON	'86	79,000	POWER		
48' C&C, nice	'73	240,000	36' COLUMBIA	2 from	21,900	105' BURMESTER	'53	1.5M
47' OLYMPIC, SO	'78	145,000	35' C&C	'81	35,000	65' NORLUND	'71	234,900
47' PUVIEUX	'80	149,000	35' CHEOY LEE	'79	65,000	57' CHRIS CRAFT	'69	149,950
47' NORTHWIND	'85	275,000	35' TRAEWIDONS	'84	88,000	52' LIBERTYSHIP	'60	180,000
46' SEA STAR	'86	135,000	35' ERICSON MkII	'77	40,000	46' CHRIS CRAFT	'63	89,000
5' BOMBAY EXPLOR	'78	55,900	35' SPENCER	'65	39,900	45' PICCHOTTI	'70	75,000
44' PETERSON	'81	145,000	35' CHRIS CRAFT	'65	39,950	43' HATTERAS	'76	119,000
44' BENETEAU	'94	169,000	35' CHRIS CRAFT	'72	35,000	40' CHRIS CRAFT	'59	38,000
43' SWAN	'69	79,900	35' FUJI	'74	55,000	40' OWENS	'64	26,000
43' HANS CHRISTIAN	'82	189,900	35' RAFIKI	'80	59,000	38' CHRIS CRAFT	'69	37,500
43' HANS CHRISTIAN	'79	164,000	34' PEARSON	'84	59,000	38' MATTHEWS	'39	69,500
43' SPINDRIFT	2 from	119,500	34' NICHOLSON	'84	45,000	35' FISHERMAN	'72	25,000
43' GULFSTAR	'78	79,000	34' DPUS MKII	'83	55,000	34' UNIFILE	'77	42,000
43' MORGAN.CC	'87	129,000	34' NICHOLS	'61	12,000	32' TOLLY CRAFT	'64	26,500
42' LU-KAT	'00	399,000	32' WESTSAIL	'79	60,000	32' GRAND BANKS	'73	55,000
42' S&S	'70	67,500	32' ERICSON	3 from	15,500	28' WELLCRAFT Exp	'85	29,750
42' MORGAN	'71	60,000	32' WESTSAIL	'75	42,500	28' PENN YAN	'80	27,000
41' CT	'71	50,000	30' SANTANA	'79	15,900	25' SKJAPACK	'84	21,000
41' ERICSON	'69	38,900	30' HUNTER	'91	46,900	25' BERTRAM	'70	24,000
40' PASSPORT	'82	149,900	30' CATALINA	'81	24,000	23' COBALT	'89	12,900
40' THREE SEAS	'88	159,000	29' C&C	'86	26,000	20' CORRECT CRAFT	'77	13,500



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50' GULFSTAR

CENTER COCKPIT ketch w/ aft master stbm. Wheel, dodger, bimini, dsl, genset, full galley, 2 heads, shower, heater, AP, radar, much more. A great cruiser. Asking \$129,000.



RUFFIAN

36' IOR PERFORMANCE CRUISER. Cold-molded by Wilson of NZ. Custom cruising int., Mylar/Kevlar sails, lots of winches, gear, more. A WINNER! Asking \$120,000.



70' CDN-BUILT TRAWLER YACHT by McKay & McCormick shipyard. V-12 Cummins power w/economy. Great little ship ready to go cruising. Try \$225,000.

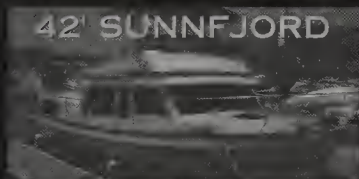


CHALLENGER 40

41' ROUGHWATER TRAWLER by Ed Mank. Fiberglass, Detroit V-8 turbo diesel, genset, radar, GPS, AP, swim step & more! A great liveaboard cruiser. Alaska or Mexico anyone? Asking \$84,000.

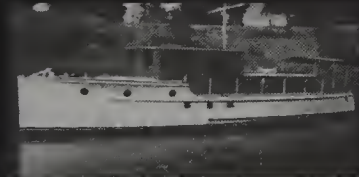


42' CLASSIC OLYMPIC Tri-cabin Express Cruiser. Twin dsls (140 hrs rpt'd since majored). Very desirable & much loved PNW sweetheart. Asking \$65,000.



42' SUNNFJORD

Extra high quality trowler. Flybridge, aft stbm, dsl, genset, all glass w/teak trim/decks, radar, shower, 2 heads, full galley, Zodiac, more. Extra clean/cruise ready. \$142,000.



STEPHENS is considered by most the premier builder of classic express cruisers on the West Coast. This recently restored gem is outstanding. Asking \$90,000.



GLASS FORMOSA KETCH

41' LOA, 37' LOD Formosa Shipyard Ketch. F/G w/teak decks. Dsl (engine & wiring rept new), shower, radar, GPS, weatherfax & more. \$40,000/offers.



50' STEPHENS FLUSH DECK MY w/flybridge, PH, Aft STATEROOM. Twin GMC 671 dsls, 12kw genset. Launched '65. 2 heads & shower. Asking \$135,000.

SAIL
97' PINISI SCHOONER in BALI, loaded, 8 guest cabins + crew, more. 190,000
66' STA'S L SCHOONER, Schock design, Boeing built 1934. Just completed major rebuild/refit, 2 heads, 353 Detroit dsl, sml amt interior work left. Beautiful, fast, traditional. Ask 150,000
55' LESTER STONE Classic Yawl, 1910, dsl, lots equip, great cruiser Ask 44,000
51' CHEOY LEE, center cockpit slp w/hard dodger, copper fastened, dsl, more. Some restoration required. Ask 65,000
50' FORCE 50 P/H Ketch. Ask 130,000
48' CUTTER, Germany 1928. 65,000
48' KETCH, Gaff, roomy, F/C. 87,500
45' BOMBAY EXPLORER CUTTER, dsl, furl, staysail, & more. Asking 50,000
43' OUTCH, steel ketch, P/H. 79,000
41' CORONADO, dsl nice. 40,000
40' ALOEN KITCH, 49' loa, classic sail, spinn, wheel, NICE! 21,500
37' ISLANDER motor sailer, dual helms, "NEW" '86 boat, stored 15 yrs. & just launched. She sparkles! 84,500
37' GULFSTAR slp, extra clean, furling dsl, dodger, wheel, ++. Try 59,500
36' NONSUCH, cat rig, diesel, wheel, teak trim, shower, LOAEOO and VERY CLEAN. Asking \$122,000
36' ATKIN STAYSAIL SCHNR. 45,000
36' COLUMBIA/CREALOCK slp. 21,500
36' ATKIN STAYSAIL SCHNR, 30' LOO.

Osl, dink w/ob, clipper bow, heavily glassed hull, furling. A salty well-equipped treasure. Asking 18,500
36' CLASSIC KETCH, Crocker style, diesel, a beauty with teak decks. 40,000
35' CHEOY LEE/ROBB slp, ALL TEAK, dsl, one owner, very well kept. Ask 35,950
35' HALBERG-RASSY H-35, Swedish-built, mahog, bronze, new dsl, AP, ++ 19,500
34' NICHOLS cruising slp, i/b. 12,000
33' RHODES WINDOWARD, famous design, sloop, i/b. Asking 12,000
33' ISLANDER BAHAMA Slp, wheel, radar, dsl, loaded w/cruising gear & ready to go. 26,500
32' CHEOY LEE/ALDEN M/S, dsl, glass, AP, furling, wheel, great cruiser! Ask 19,500
32' PIVER CRUISING TRI, dsl, ketch, fast and roomy. 10,500
30' ISLANDER MK II. Offer 12,000
30' CAL 230, slp, dsl. Asking 22,000
30' MORGAN 30-2, performance cruising sloop, 1/B. Very Clean 22,000
30' SPIOSGATTER, She sparkles! 40,000
30' TARTAN Slp, Perf. Cruiser. 20,000
30' HURRICANE Classic Slp, dsl, nice local girl! Asking 10,000
28' H-28 HERESHOFF Ketch, dsl. 16,500
28' ISLANDER Bahama slp, dsl, many sails. Asking 16,500
27' O'DAY slp, dsl, f/g. +. 10,500
27' ERICSON slp, very clean! 16,000
26' S-2 CENTER COCKPIT, Aft CABIN SLOOP, dsl, wheel, centerboard, glass, furling & more! 10,000

26' COLUMBIA MKII, O/B. 10,500
25' OUG PETERSON race slp, O/B, F/G, mylar sails, led aft & more. 6,000
24' EOEY & DUFF ctr, F/G, dsl + 6,500
22' BRISTOL slp, f/g, O/B, ++. 7,275
20' CELEBRITY CLASS sloop w/trailer. A collector's piece! Asking 14,500

POWER
100' STEEL TUG, YTB, ex.cond. 175,000
80' CLASSIC MOTORYACHT "COLLEEN", Good project boat w/twin GMC dsls. 42,000
65' YACHT Conv. Trawler, loaded. 125,000
61' STEEL TUG, 610hp Cat dsl, looks great, Lots of recent upgrades. Try 125,000
60' CUSTOM F/C, liveaboard cruiser in SILICON VALLEY. Ask 115,000
45' TUG, 1946, 671 dsl, cedar on oak, FB twin helm, H&C water, shower, galley, radar, A/P & more! 14,500
42' REGAL COMMOORE 400. 115,000
40' CUST. TRAWLER, dsl Asking 38,000
39' PACEMAKER, aft cabin M/Y, very nice & well cared for. Asking 22,500
38' TOLLYCRAFT sedan trawler w/twin turbo diesels, FB, very nice. 59,500
38' CHRIS CONST w/aft cabin, extra dean, twins, radar, gen, ++. 38,000
38' CHRIS CONNIE, fresh twins, nice 18,000

37' CHRIS CRAFT exp nice. Asking 24,000
36' STEPHENS, 36' classic sedan, twins, sharp ext. some int. work. 22,500
34' CHRIS CRAFT Commander, '63, twin gas, great boat. 26,500
32' TROJAN Express, twins. 12,500
29' TOLLYCRAFT, twins, nice! 8,000
29' CLASSIC ENCLOSED LAUNCH. 16,500
28' BAYLINER Sunbridge, '80, VB. 18,500
28' TOLLYCRAFT, sedan, Glass. 12,500
28' CARVER, nice/roomy, O/O. 12,950
28' CLASSIC work boat, dsl, dsl ender with great local charm. Ask 19,500
28' CLASSIC OWEY EWERS sed. cruiser, V-8, show winner. 85,000
26' SUPER COASTAL FISHING OORY, by Glen-L. Trl. dsl, PH, & more. \$16,500
24' REINELL 240C, 1/O, new o/d unit, galley & more. Asking 11,500
24' SEARAY EXPS, VB & trlr. Ask 9,500
22' CROWN-LINE, '94, 1lr, VB 1/O, cuddy lots of gear. Asking 19,000
22' REINELL, Cuddy Cobra VB 1/O, full enclosure, very clean. 10,500
22' SEASWIRL, cuddy w/trailer, Cobra VB & more. Asking 12,500
20' SEA SWIRL, '96, 1lr, 22Shp. 23,000
20' ARRIVA SKI w/1lr, '89, O/B 15,000



LESTER STONE CLASSIC

51' CLASSIC KETCH by SF Bay's famous Stone Boat Yard. Owner reports major rebuild/refit just completed. Double raller heads'ls, dsl, wheel, shower, full galley. Stunning Master Mariner beauty and ambiance. Must be seen! Asking \$97,500.

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